# Appendix G: Transportation Impact Analysis

KITTELSON & ASSOCIATES

# SAN JACINTO GENERAL PLAN UPDATE TRANSPORTATION IMPACT ANALYSIS

## SAN JACINTO, CALIFORNIA

October 7, 2021



Inside front cover

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# San Jacinto General Plan Update - Transportation Impact Analysis

## San Jacinto, California

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October 7, 2021

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# Section 1
# Executive Summary

# EXECUTIVE SUMMARY

The City of San Jacinto (City) encompasses 26.1 square miles in Riverside County, California. The city is bordered by Hemet to the south and Beaumont to the north and is located at the north end of the San Jacinto Valley.

The City of San Jacinto 2040 General Plan Update, which is an update to the current (2006) San Jacinto General Plan, is intended to guide long-term growth, traffic patterns, housing, and resources conservation. Table 1 outlines the land use designations and buildout projections for dwelling units, residents, non-residential square footage, and employment proposed under the proposed General Plan Update. In total by 2040, the new General Plan would result in a buildout of approximately 30,600 housing units, 102,200 residents, 24,014,700 non-residential square feet, and 25,700 employees within the City's boundaries.

Kittelson & Associates, Inc. ("Kittelson") has prepared a transportation analysis of the Plan Update. Below is a summary of results of the transportation analysis conducted for the Plan Update, including any significant impact findings and recommended roadway improvements.

## SIGNIFICANT TRANSPORTATION IMPACTS

The California Environmental Quality Act (CEQA) transportation impact analysis of the Plan found no significant impacts for the following topics:

- Conflict with Applicable Plans and Policies
- Vehicle Miles Traveled
- Design and Incompatible Use Safety Hazards
- Emergency Access

## ROADWAY IMPROVEMENT RECOMMENDATIONS

In addition to the transportation analysis conducted under CEQA requirements, Kittelson analyzed roadway segment and intersection operations with Plan implementation, to address the City's goal of providing satisfactory roadway operations and traffic flow within San Jacinto. Recommended improvements on these facilities, such as signalization or the restriping of approach lanes, were provided to accommodate long-term buildout of vehicular traffic and roadway classification categories. It is recommended that the City continue to monitor traffic volumes on these and other roadway facilities to determine the timing and extent of any improvements s development projects are implemented in the City.

The roadway segments with recommended improvements are:

- Ramona Expressway, east of State Street
- State Street, south of Ramona Expressway

The intersections with recommended improvements are:

- Warren Road & Esplanade Avenue
- Lyon Avenue & Ramona Expressway
- Lyon Avenue & Cottonwood Avenue
- Lyon Avenue & 7th Street
- State Street & Community College Drive
- State Street & Ramona Expressway
- Cawston Avenue & Esplanade Avenue
- Lyon Avenue & Ramona Boulevard



# Section 2
# Introduction

# INTRODUCTION

## PURPOSE OF THE STUDY AND OBJECTIVE

This report documents the transportation impact analysis for the City of San Jacinto General Plan Update and summarizes the methodology, findings, and conclusions of the analysis.

The purpose of the study is to assess potentially significant impacts resulting from the implementation of the General Plan Update on the citywide transportation system and to identify measures to mitigate them, as well as provide recommendations for operational improvements. The study also serves as the basis for the transportation component of the Environmental Impact Report (EIR) that will be prepared for the General Plan Update.

## PROJECT DESCRIPTION

The City of San Jacinto encompasses 26.1 square miles in Riverside County, California. The city is bordered by Hemet to the south and Beaumont to the north and is located at the north end of the San Jacinto Valley. The City of San Jacinto is shown in Figure 1.

The City of San Jacinto 2040 General Plan Update, which is an update to the current (2006) San Jacinto General Plan, is intended to guide long-term growth, traffic patterns, housing, and resources conservation. Table 1 outlines the land use designations and buildout projections for dwelling units, residents, non-residential square footage, and employment proposed under the proposed General Plan Update. In total, the General Plan would result in a buildout of approximately 30,600 housing units, 102,200 residents, 24,014,700 non-residential square feet, and 25,700 employees within the City's boundaries. The current General Plan and proposed land use maps are also included in Figure 2 and Figure 3.

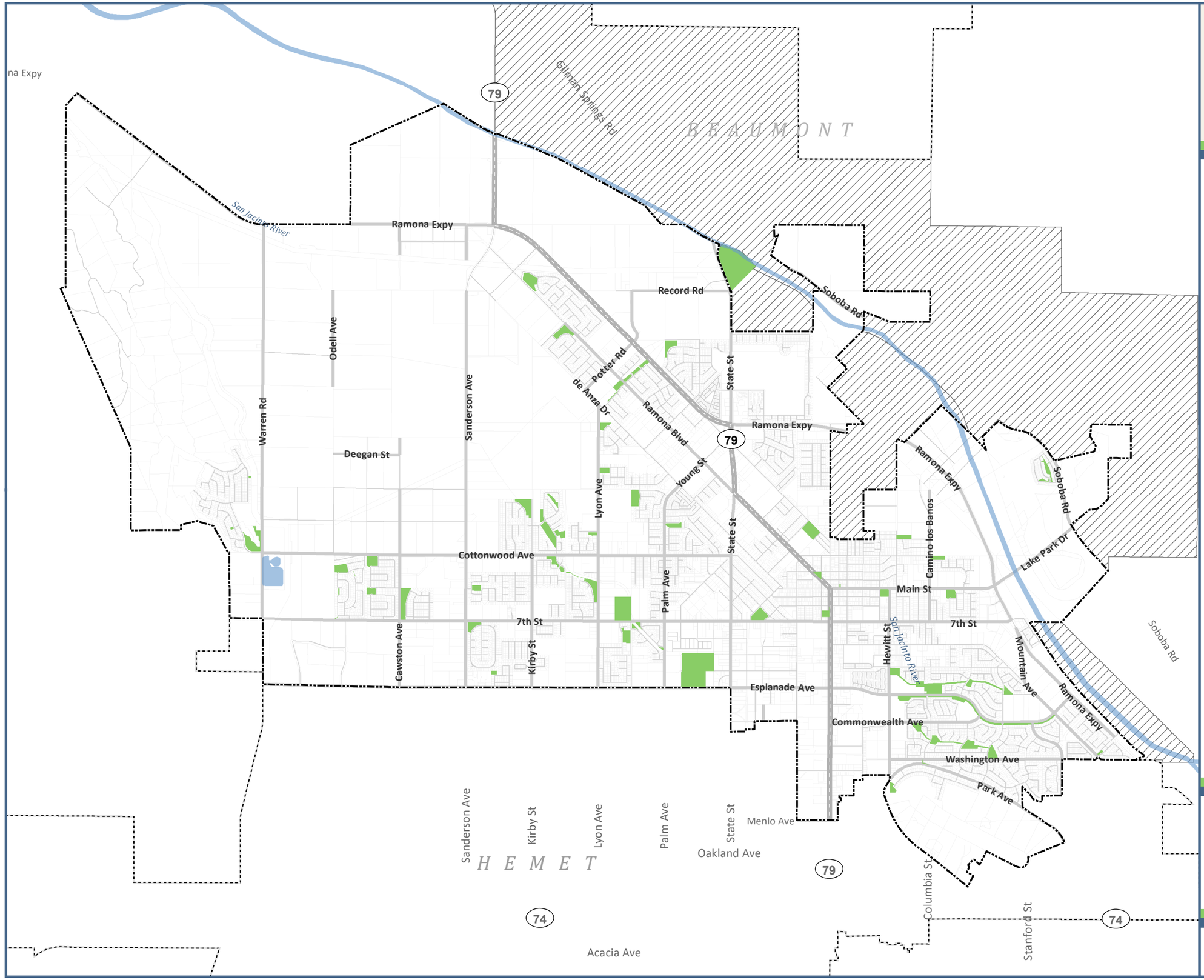
**Table 1: 2040 Summary – Proposed Land Uses**

| Land Use Designation | Dwelling Units | Population | Non-Residential Square Footage | Non-Residential Acreage | Employees |
|---|---|---|---|---|---|
| Very Low Density Residential | 153 | 512 | N/A | - | N/A |
| Low Density Residential | 5,887 | 19,662 | N/A | - | N/A |
| Medium Density Residential | 3,391 | 11,326 | N/A | - | N/A |
| High Density Residential | 6,823 | 22,790 | N/A | - | N/A |
| Very High Density Residential | 495 | 1,654 | N/A | - | N/A |
| Mixed Use | 10,992 | 36,712 | 3,627,224 | 83 | 4,836 |
| Commercial | 0 | 0 | 6,773,461 | 156 | 7,125 |
| Downtown Village | 181 | 603 | 393,341 | 9 | 571 |
| Industrial | 0 | 0 | 2,434,024 | 56 | 1,623 |
| Public/Institutional | 0 | 0 | 1,643,216 | 38 | 2,741 |
| Open Space | 12 | 41 | 24,941 | <1 | 12 |
| Park | 0 | 0 | 3,821 | <1 | 64 |
| **Total** | **30,604** | **102,217** | **24,014,734** | **551** | **25,669** |

Source: De Novo Planning Group, 2021

**CITY OF SAN JACINTO**
**GENERAL PLAN 2040**

# Figure 1. Vicinity Map




**Legend**

- City of San Jacinto
- Neighboring City
- San Jacinto Sphere of Influence
- City Park
- Waterbodies

N

0 0.5 1

Miles

*Sources: City of San Jacinto; Riverside County.*
*Map date: January 25, 2019.*

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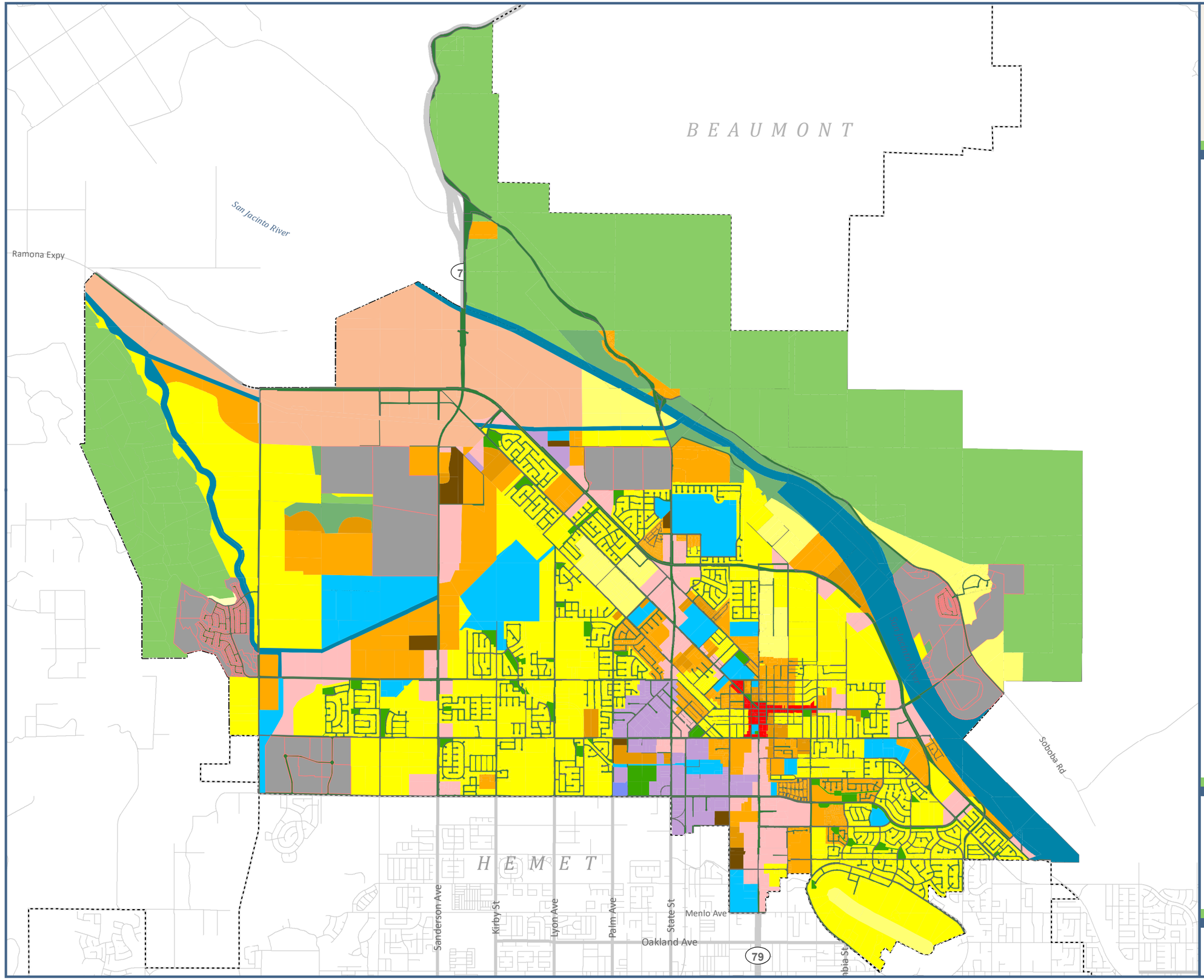
CITY OF SAN JACINTO
GENERAL PLAN 2040

# Figure 2
# Current Land Use




**Legend**

## 2006 General Plan Land Use

- ER: Estate Residential
- RR: Rural Residential
- LDR: Low Density Residential
- MDR: Medium Density Residential
- MHDR: Medium High Density Residential
- VHDR: Very High Density Residential
- CC: Commercial
- DC: Downtown Commercial
- BP: Business Park
- I: Industrial
- OS: Open Space
- OS-R: Open Space Recreation
- P: Park
- PI: Public/Institutional
- River
- Gateway
- Specific Plan Area
- ROW
- Neighboring City
- San Jacinto Sphere of Influence
- City of San Jacinto

N

0 0.5 1
Miles

*Sources: City of San Jacinto; Riverside County.*
*Map date: January 25, 2019.*

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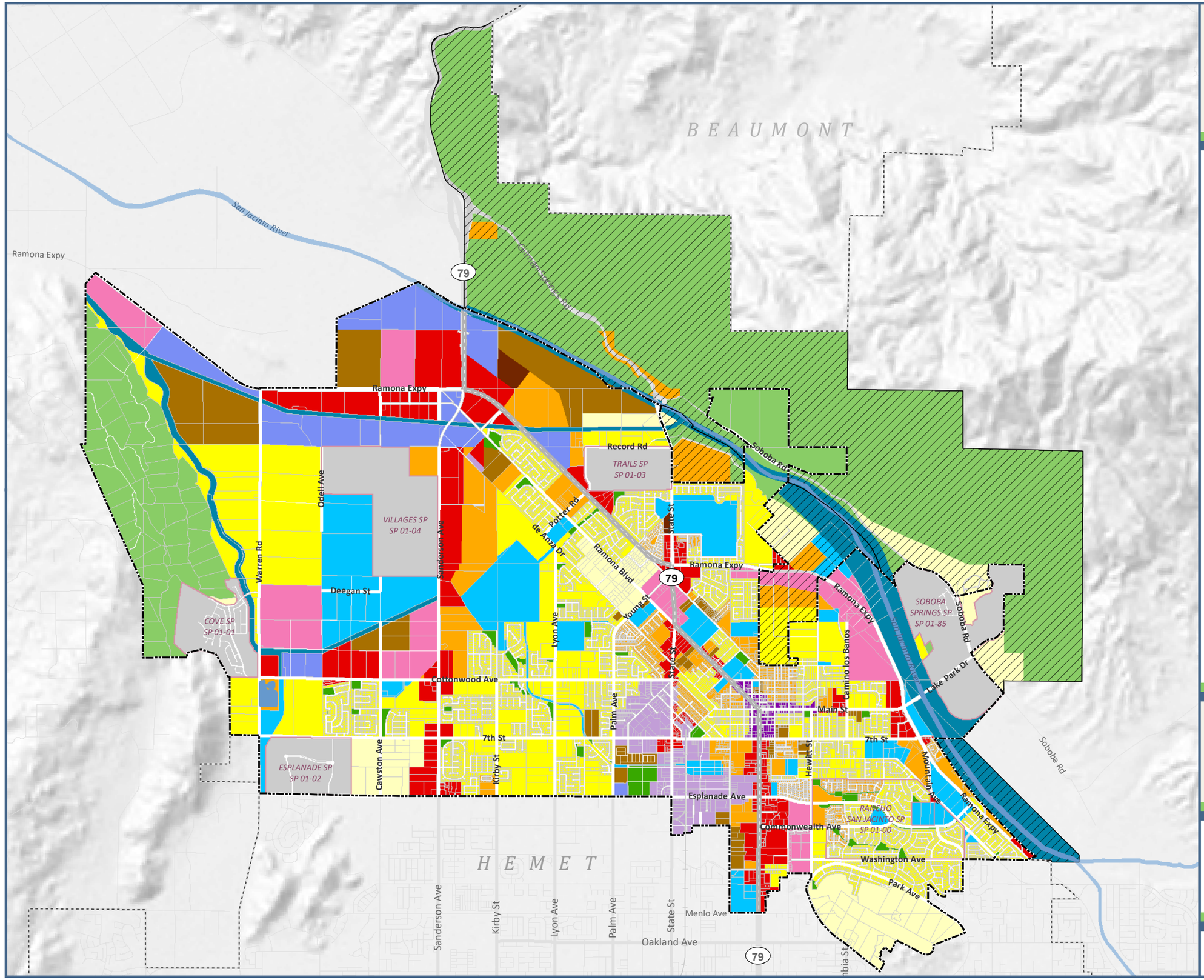
GENERAL PLAN UPDATE

# Figure 3
# Proposed General Plan Land Use Map




**Legend**

- City of San Jacinto
- San Jacinto Sphere of Influence
- Neighboring City

**Land Use Designation**

- VLDR: Very Low Density Residential
- LDR: Low Density Residential
- MDR: Medium Density Residential
- HDR: High Density Residential
- VHDR: Very High Density Residential
- MU: Mixed Use
- C: Commercial
- DV: Downtown Village
- BP: Business Park
- I: Industrial
- PI: Public/Institutional
- OS: Open Space
- P: Park
- SPA: Specific Plan Area
- Water

N

0 ½ 1
Miles

*Sources: City of San Jacinto; Riverside County. Map date: January 11, 2021.*

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# ANALYSIS SCENARIOS AND LOCATIONS

As part of the assessment, the following scenarios were developed and analyzed:

- **Existing (2019) Conditions** – Study intersections and roadway segments were analyzed using existing traffic counts collected in July 2019.
- **Cumulative (2040) Plus Plan Conditions** – This scenario represents the land uses, densities, and circulation network changes for the full buildout of the General Plan in the year 2040 and consists of forecast volumes using the Southern California Association of Governments (SCAG) regional travel demand model. This scenario also includes roadway improvements that are expected to be implemented by 2040. The roadway improvements expected to be implemented were identified collaboratively with City staff and are documented in **Assumed Future Roadway Improvements** starting on page 39.

Analysis intersections and roadway segments were identified collaboratively with City staff and represent key locations throughout the city that could be affected by implementation of the updated General Plan. The study intersections and roadway segments are presented in Existing Conditions starting on page 15.



# Section 3
# Regulatory Setting

# REGULATORY SETTING

The regulatory framework includes federal, state, regional and local plans pertinent to the City of San Jacinto and the California Environmental Quality Act (CEQA) review process for transportation and circulation.

# FEDERAL REGULATIONS

## AMERICANS WITH DISABILITIES ACT

The Americans with Disabilities Act of 1990 (ADA) provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equality of opportunity, full participation, independent living, and economic self-sufficiency. To implement this goal, the United States Access Board has created accessibility guidelines for public rights-of-way. The guidelines address various issues, including roadway design practices, slope and terrain issues, pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

The City of San Jacinto is committed to ensure that people with disabilities have access to City programs, services, activities, and facilities. In all of its services, programs, events, activities, facilities, and public meetings, the City strives to eliminate any barriers that prohibit people with disabilities from full access to facilities.

## FEDERAL HIGHWAY ADMINISTRATION

The Federal Highway Administration (FHWA) is a federal agency that focuses on national highway programs. FHWA administers and manages federal highway programs and establishes national standards. The FHWA publishes the Manual on Uniform Traffic Control Devices (MUTCD) which specifies the standards for street markings, traffic signals, and street signs in the United States. The California Department of Transportation (Caltrans) developed the 2014 California MUTCD (Rev 6) based on the FHWA MUTCD.

# STATE REGULATIONS

## CALIFORNIA DEPARTMENT OF TRANSPORTATION

The California Department of Transportation (Caltrans) is the primary state agency responsible for transportation issues. One of its duties is the construction and maintenance of the state highway system. Caltrans has established standards for roadway traffic flow and developed procedures to determine if State-controlled facilities require improvements. For projects that may physically affect facilities or require access to a state highway, Caltrans requires encroachment permits before such activity may be undertaken. For projects that would not physically affect facilities but may influence traffic flow and levels of services at such facilities, Caltrans may recommend measures to mitigate the traffic impacts of such projects.

Additionally, the following Caltrans procedures and directives are relevant to transportation improvements in San Jacinto:

- Caltrans recently updated its transportation analysis guidelines to reflect a statewide shift from level of service (LOS) to vehicle miles traveled (VMT). Caltrans has provided guidance in three recent publications: Vehicle Miles Traveled-Focused Transportation Impact Study Guide (May 2020), Transportation Analysis Under CEQA: Evaluating Transportation Impacts of State Highway System Projects (September 2020), and Transportation Analysis Framework: Evaluating Transportation Impacts of State Highway System Projects (September 2020).

- Traffic Safety Bulletin 20-02-R1 (Interim Local Development Intergovernmental Review Safety Review Practitioners Guide) provide instructions to Caltrans staff, lead agencies, developers, and consultants conducting safety reviews for proposed land use projects and plan affecting the state highway system. This guidance establishes the safety impact review expectations for Caltrans and lead agencies to comply with CEQA. This guidance is part of the shift away from using LOS or other similar metrics to assess transportation impacts.
- The Caltrans Project Development Procedures Manual outlines pertinent statutory requirements, planning policies, and implementing procedures regarding transportation facilities. It is continually and incrementally updated to reflect changes in policy and procedures. For example, the most recent revision incorporates the Complete Streets policy from Deputy Directive 64-R1, which is detailed below.
    - Caltrans Deputy Directive 64 (2001) requires Caltrans to consider the needs of non-motorized travelers, including pedestrians, bicyclists, and persons with disabilities, in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices.
    - Caltrans Deputy Directive 64-R1 (2014) requires Caltrans to provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the state highway system. Caltrans supports bicycle, pedestrian, and transit travel with a focus on "complete streets" that begins early in system planning and continues through project construction and maintenance and operations.
- Caltrans Director's Policy 22 (2001) establishes support for balancing transportation needs with community goals. Caltrans seeks to involve and integrate community goals in the planning, design, construction, and maintenance and operations processes, including accommodating the needs of bicyclists and pedestrians.
- Caltrans, as a responsible agency under the California Environmental Quality Act (CEQA), is available for early consultation on a project to provide guidance on applicable transportation analysis methodologies or other transportation related issues and is responsible for reviewing the traffic impact study for errors and omissions pertaining to the state highway facilities.

## OPR GENERAL PLAN GUIDELINES

The Governor's Office of Planning and Research (OPR) publishes General Plan Guidelines as a "how to" for cities and counties developing their general plans. OPR released its updated guidelines in 2017, which includes legislative changes, new guidance, policy recommendations, external links to resource documents, and additional resources. For each general plan element, the guidelines discuss statutory requirements in detail, provide recommended policy language, and include examples of city and county general plans that have adopted similar policies.

## ASSEMBLY BILL 32, SENATE BILL 32, AND SENATE BILL 375

Assembly Bill (AB) 32, also known as the Global Warming Solutions Act of 2006, committed California to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (ARB), which is coordinating the response to comply with AB 32, is currently on schedule to meet this deadline. In 2016, Senate Bill (SB) 32 added a new target: reducing statewide emissions to 40 percent below 1990 levels by 2030.

SB 375 provides guidance for curbing emissions from cars and light trucks to help California comply with AB 32. There are five major components to SB 375:

- ARB will guide the adoption of GHG emission targets to be met by each Metropolitan Planning Organization (MPO) in the state.
- MPOs are required to create a Sustainable Communities Strategy (SCS) that provides a plan for meeting these regional targets. The SCS must be consistent with the Regional Transportation Plan (RTP).

- Regional housing elements and transportation plans must be synchronized on eight-year schedules. Also, the SCS and Regional Housing Needs Assessment (RHNA) must be consistent with each other.
- CEQA is streamlined for preferred development types such as mixed-use projects and transit-oriented developments (TODs) if they meet specific requirements.
- MPOs must use transportation and air emission modeling methodologies consistent with California Transportation Commission (CTC) guidelines.

## CALIFORNIA COMPLETE STREETS ACT OF 2008 (AB 1358)

Originally passed in 2008, California's Complete Streets Act took effect in 2011 and requires local jurisdictions to plan for land use transportation policies that reflect a "complete streets" approach to mobility. "Complete streets" comprises a suite of policies and street design guidelines which provide for the needs of all road users, including pedestrians, bicyclists, transit operators and riders, children, the elderly, and the disabled. From 2011 onward, any local jurisdiction—county or city—that undertakes a substantive update of the circulation element of its general plan must consider "complete streets" and incorporate corresponding policies and programs. In 2010, OPR released guidelines for compliance with this legislation which provide direction on how circulation elements can best plan for a variety of travel modes such as transit, walking, bicycling, and freight.

## SENATE BILL 743

On September 27, 2013, Senate Bill (SB) 743 was signed into law. Previously, CEQA transportation analyses of individual projects were focused on the determination of impacts in the circulation system in terms of roadway capacity at specific locations, mostly located in proximity to a project site. SB 743 has fundamentally changed transportation impact analysis as part of CEQA compliance. These changes include the elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant. Further, parking impacts are not considered significant impacts on the environment for select development projects within infill areas with nearby frequent transit service.

SB 743 was passed to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."

OPR published the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) to provide recommendations for jurisdictions to apply VMT metrics and thresholds compliant with SB 743. OPR's advisory includes recommendations pertaining to screening criteria, metrics, and significant impact thresholds. OPR's recommendations are not binding and lead agencies ultimately have the discretion to set or apply their own significance thresholds, provided they are based on significant evidence.

For land use and transportation projects, SB 743-compliant CEQA analysis became mandatory on July 1, 2020. The City of San Jacinto has prepared guidelines for transportation impact analyses consistent with SB 743.

## ASSEMBLY BILL 417

In October 2013, AB 417 created a statutory CEQA exemption for bicycle plans in urbanized areas. Before the passage of this bill, cities and counties that prepared bicycle plans were required to carry out a CEQA review. AB 417 exempts the following types of bicycle projects in an urbanized area:

- Restriping of streets and highways
- Bicycle parking and storage
- Signal timing to improve intersection operations
- Signage for bicycles, pedestrians, and vehicles

However, not all bicycle plans are exempt if certain conditions are met (e.g., a new Class I bicycle trail through a sensitive natural area).

# REGIONAL REGULATIONS

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

The Southern California Association of Governments (SCAG) is a federally designated metropolitan planning organization (MPO) and is made up of six counties and 191 cities. SCAG develops long-range regional transportation plans including sustainable communities strategies and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality Management Plans.

SCAG adopted its most recent Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal, in September 2020. Connect SoCal is a long-range visioning plan that provides a vision for the region's future and includes over 4,000 transportation projects. The plan is supported by a combination of transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals.

## COUNTY OF RIVERSIDE PLANNING DEPARTMENT

The Riverside County Planning Department's General Plan was adopted in 1998. The County of Riverside Highway Plan designates the arterial system in the Circulation Element of the General Plan. Defined according to specific arterial functional classifications, the Highway Plan serves to define the intended future roadway system in the County and includes San Jacinto as part of Circulation Study Area 3.

## RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)

The Riverside County Transportation Commission (RCTC) coordinates transportation planning efforts throughout Riverside County and programs funding for project implementation. Additionally, it prepares the Congestion Management Program (CMP), a plan mandated by California law to describe the strategies to address congestion problems on the CMP network, which includes State highways and principal arterials. The goals of the CMP are to reduce traffic congestion and to provide a mechanism for coordinating land use development and transportation improvement decisions. The CMP Guidelines require analysis of the CMP network and uses level of service standards as a means to measure congestion and to determine how local governments meet CMP standards.

## WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS TRANSPORTATION UNIFORM MITIGATION FEE (WRCOG TUMF)

Western Riverside Council of Governments (WRCOG) developed and administers the Transportation Uniform Mitigation Fee (TUMF), a program that ensures that new development pays its fair share for the increased traffic that it creates. WRCOG is designated as the program administrator for the TUMF Program. As administrator, WRCOG receives all fees generated from the TUMF as collected by the local jurisdictions. WRCOG invests, accounts for, and expends the fee in accordance with the TUMF ordinance, the administrative plan, and applicable state laws. WRCOG maintains a map of the TUMF network, which will inform this study's assumptions about what will be built in 2040.

# LOCAL REGULATIONS

With the exception of State highways that are under Caltrans' jurisdiction, streets in San Jacinto are generally under the jurisdiction of the City of San Jacinto.

## SAN JACINTO GENERAL PLAN

The current San Jacinto General Plan, adopted in 2006 and amended in 2012, is the primary planning document for the City and serves to guide development in the City. The San Jacinto General Plan Circulation Element provides the policy framework for the regulation and development of transportation systems, balancing demands for moving people and goods within the City. It addresses vehicular, pedestrian, bicycle, transit, truck, equestrian, and rail transportation. Parking, transportation system and demand management, and infrastructure funding policies are also included. Table 2 includes current General Plan goals related to transportation and traffic.

**Table 2: San Jacinto General Plan Goals Relevant to Transportation and Traffic**

| NUMBER | GOAL |
|---|---|
| Goal 1 | Provide a circulation system that meets the needs of existing and future land uses. |
| Goal 2 | Achieve a circulation system that is integrated with the larger regional transportation system to ensure the economic well-being of the community. |
| Goal 3 | Work to ensure that the alignment of SR 79 benefits the community. |
| Goal 4 | Promote the increased use of public and multimodal transportation and provide adequate facilities for these modes of transportation. |
| Goal 5 | Provide an extensive and regionally linked public bicycle, pedestrian, and equestrian trails system. |
| Goal 6 | Create transportation management strategies to comply with the County Congestion Management Plan. |

Source: San Jacinto General Plan Circulation Element 2006.

## SAN JACINTO TRAILS MASTER PLAN

The San Jacinto Trails Master Plan (TMP) summarizes the City's existing trail and multi-modal conditions to develop recommendations that make multi-modal transportation safe and enjoyable options. The TMP establishes a system of corridors by incorporating walking, biking, and multi-use paths (trails) within San Jacinto's streets and open space. The TMP also provides recommendations on how to implement and maintain the proposed corridor improvements.

The TMP has not been adopted but the goals, policies, and infrastructure recommendations from the TMP will be reflected in the General Plan Update.

## SAN JACINTO TRAFFIC IMPACT ANALYSIS GUIDELINES

In 2020, the City adopted updated *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* ("Analysis Guidelines"). The Analysis Guidelines describe the triggers for transportation impact analysis within the City and analysis specifications. The Analysis Guidelines also update the City's analysis procedure consistent with SB 743. The analysis in this traffic study is conducted consistent with the Analysis Guidelines, where applicable.



# Section 4
# Existing Conditions

# EXISTING CONDITIONS

## EXISTING ROADWAY NETWORK

The roadway system in San Jacinto consists of multiple facility types that serve local and regional traffic demand. The vehicular facilities in San Jacinto are discussed below.

### STATE ROUTE 79

Portions of the City's local roadway network include State Route 79 (SR 79), which was formerly a Caltrans owned and operated facility but has been relinquished to the City. Although the City owns and operates the roadway, it serves regional connections through the City – to SR 79 to the north and to State Route 74 to the south Local portions of the route include (listed from north to south):

- Ramona Expressway between Sanderson and State
- State Street between Ramona Expressway and Ramona Boulevard
- Ramona Boulevard between State Street and San Jacinto Avenue
- San Jacinto Avenue south of Ramona Boulevard

### LOCAL ROADWAYS

Roadways within the City are classified in the 2006 San Jacinto General Plan Circulation Element as limited access conventional highway, urban arterial, arterial, major, secondary and collector.

- **Limited Access Conventional Highway (LACH).** According to the current Circulation Element, limited access conventional highways generally have six to eight lanes and a raised median with a daily capacity of approximately 81,700 vehicles.
- **Urban Arterial.** Urban arterials generally have six lanes and a raised median with a daily capacity of approximately 71,800 vehicles. Turn lanes may be provided at key intersections.
- **Arterial.** Arterials generally have four lanes and a raised median with a daily capacity of approximately 35,900 vehicles. Turn lanes may be provided at key intersections.
- **Major.** Major roadways generally have four lanes and a striped median with a daily capacity of approximately 34,100 vehicles. Turn lanes may be provided at key intersections.
- **Secondary.** Secondary roadways generally have four lanes and no median with a daily capacity of approximately 25,900 vehicles. Turn lanes may be provided at intersections as needed.
- **Collector.** Collector streets generally have two lanes and no median with a daily capacity of approximately 13,000 vehicles. Turn lanes may be provided at intersections as needed.

On-street parking is typically prohibited on LACH roadways within the City but may be present on other facility types.

Significant roadways in San Jacinto and their current classifications as presented in the San Jacinto General Plan Circulation Element are described below. Not all these roadways are currently built according to the designations in the San Jacinto General Plan Circulation Element.

**7th Street** travels in the east-west direction and is designated as a secondary roadway. The roadway generally consists of two travel lanes (one lane in each direction) with no median. Sidewalks are generally not provided along undeveloped portions and provided along at least one side of the roadway along newer residential and commercial developments. The posted speed limit ranges from 30 mph to 45 mph. On-street parking is generally not provided on 7th Street.

**Cawston Avenue** travels in the north-south direction and is designated as a secondary roadway. The roadway generally consists of four travel lanes (two lanes in each direction) with no median from Cottonwood Avenue to 7th Street and two travel lanes (one lane in each direction) with no median from 7th

Street to Esplanade Avenue. Sidewalks are generally provided from Cottonwood Avenue to 7th Street and not provided between 7th Street and Esplanade Avenue. The posted speed limit ranges from 30 mph to 45 mph. On-street parking is generally not provided on Cawston Avenue.

**Cottonwood Avenue** travels in the east-west direction and is designated as an arterial roadway. The roadway consists of two travel lanes (one lane in each direction) with no median west of Center Grove Way, three travel lanes (two lanes in the eastbound direction and one lane in the westbound direction) with a raised center median from Center Grove Way to Sanderson Avenue, three travel lanes (one lane in the eastbound direction and two lanes in the westbound direction) with either a painted or raised center median from Sanderson Avenue to Lyon Avenue, two travel lanes (one lane in each direction) with no center median east of Lyon Avenue. Sidewalks are generally not provided along undeveloped portions and provided along at least one side of the roadway along newer residential developments. The posted speed limit ranges from 45 mph to 50 mph. On-street parking is generally not provided on Cottonwood Avenue.

**Esplanade Avenue** in the east-west direction and is designated as a major roadway. The roadway generally consists of two travel lanes (one lane in each direction) with no median west of Palm Avenue, four travel lanes (two lanes in each direction) with a painted median from Palm Avenue to Arroyo Viejo Drive, and four travel lanes (two lanes in each direction) with no center median east of Arroyo Viejo Drive. Sidewalks are generally not provided along undeveloped portions and provided along at least one side of the roadway along newer residential and commercial developments. The posted speed limit ranges from 40 mph to 45 mph. On-street parking is generally not provided on Esplanade Avenue.

**Hewitt Street** travels in the north-south direction and is designated as a secondary roadway. The roadway generally consists of two travel lanes (one lane in each direction) with no median north of Evans Street and four travel lanes (two lanes in each direction) with a painted center median between Evans Street and Esplanade Avenue. Sidewalks are generally not provided along undeveloped portions and provided along at least one side of the roadway along newer residential developments. The posted speed limit is 40 mph. On-street parking is generally provided on Hewitt Street.

**Lyon Avenue** travels in the north-south direction and is designated as a major roadway. The roadway generally consists of two travel lanes (one lane in each direction) with no median. Sidewalks are generally not provided along undeveloped portions and provided along at least one side of the roadway along newer residential and commercial developments. The posted speed limit ranges from 40 mph to 50 mph. On-street parking is generally not provided on Lyon Avenue except along residential developments.

**Ramona Expressway** travels in the east-west direction from west of Sanderson Avenue before it transitions to the northwest/southeast direction east of Sanderson Avenue. It is designated as a LACH west of San Jacinto Avenue and an Urban Arterial east of San Jacinto Avenue. The roadway consists of four travel lanes (two lanes in each direction) with a striped center median west of Sanderson Avenue and between State Street and Main Street, six travel lanes with a raised center median between Sanderson Avenue and State Street, four travel lanes with a raised center median Main Street and 7th Street, and two travel lanes with a painted center median south of 7th Street. Sidewalks are generally not provided on both sides of the roadway except for between Chase Street and San Jacinto Avenue, where a sidewalk is provided on at least one side of the roadway. A Class I bicycle path is provided along Ramona Expressway between San Jacinto Avenue and Main Street. The posted speed limit along the roadway ranges from between 55 miles per hour (mph) to 65 mph. On-street parking is generally not allowed on Ramona Expressway. Ramona Expressway between State Street and Sanderson Avenue is part of SR 79, which has been relinquished from Caltrans but still serves as part of the route.

**Ramona Boulevard** travels in the northwest-southeast direction and is designated as a secondary roadway. The roadway consists of two travel lanes (one lane in each direction) with a painted median from Sanderson Avenue to Lyon Avenue and two travel lanes (one lane in each direction) with no median from Lyon Avenue to State Street, and two travel lanes (one lane in each direction) with a raised median from State Street to San Jacinto Avenue. Sidewalks are generally provided on at least one side of the roadway

in developed areas. The posted speed limit ranges from 25 mph to 35 mph. On-street parking is generally not provided on Ramona Boulevard. Ramona Boulevard between State Street and San Jacinto Avenue is part of SR 79, which has been relinquished from Caltrans but still serves as part of the route.

**San Jacinto Avenue** travels in the north-south direction and is designated as a secondary roadway north of Main Street and a major roadway south of Main Street. The roadway consists of two travel lanes (one lane in each direction) from Ramona Expressway to 7th Street with no center median, four travel lanes (two lanes in each direction) with no center median from 7th Street to Esplanade Avenue and five travel lanes (two lanes southbound and three lanes northbound) with a raised median south of Esplanade Avenue. Sidewalks are generally provided on at least one side of the roadway. The posted speed limit on the roadway ranges from 25 mph to 40 mph. On-street parking is provided in some areas on San Jacinto Avenue that have residential or commercial developments fronting the roadway. San Jacinto Avenue south of Ramona Boulevard is part of SR 79, which has been relinquished from Caltrans but still serves as part of the route.

**Sanderson Avenue** travels in the north-south direction and is designated as an urban arterial. The roadway consists of four travel lanes (two lanes in each direction) with a painted center median. Sidewalks are generally not provided on both sides of the roadway. The posted speed limit is 55 mph. On-street parking is not provided on Sanderson Avenue.

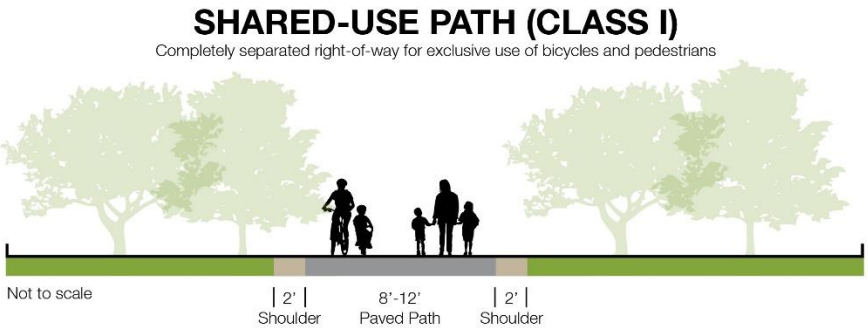
**State Street** travels in the north-south direction and is designated as a major roadway. The roadway consists of four travel lanes (two lanes in each direction) with a painted center median. Sidewalks are generally provided on both sides of the roadway. The posted speed limit is 45 mph. On-street parking is generally not provided on State Street. State Street between Ramona Expressway and Ramona Boulevard is part of SR 79, which has been relinquished from Caltrans but still serves as part of the route.

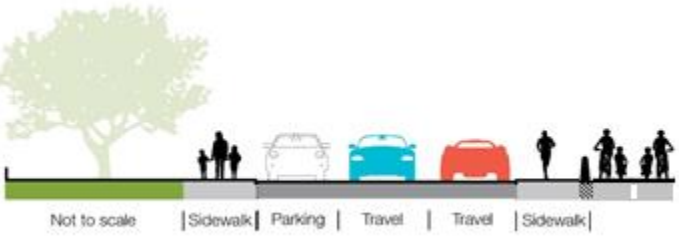
**Warren Road** travels in the north-south direction and is designated as an arterial. The roadway consists of two travel lanes (one lane in each direction) with no center median. Sidewalks are generally not provided on both sides of the roadway. The posted speed limit is 55 mph. On-street parking is generally not provided on Warren Road.

# BICYCLE FACILITIES

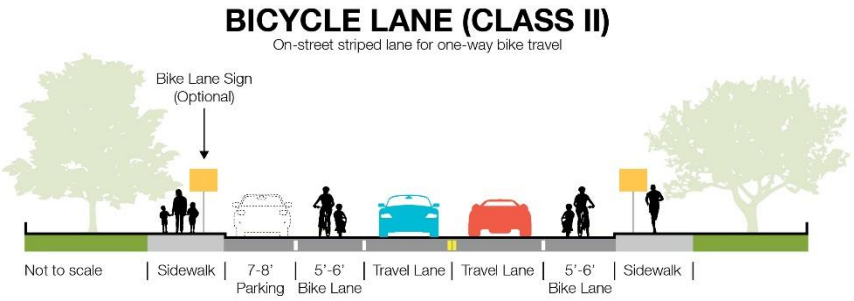
The City of San Jacinto has a bicycle facilities network that consists of both dedicated and shared street space for bicyclists. Figure 4 displays the existing bicycle facilities in the City. Bicycle facilities are categorized into four types, as described and depicted in illustrations below. Note that while the graphics include typical widths for the various facilities, the exact configuration of a bike facility can vary depending on its location and the jurisdiction's preferences.

- **Class I Bikeway (Bike Path).** Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway.

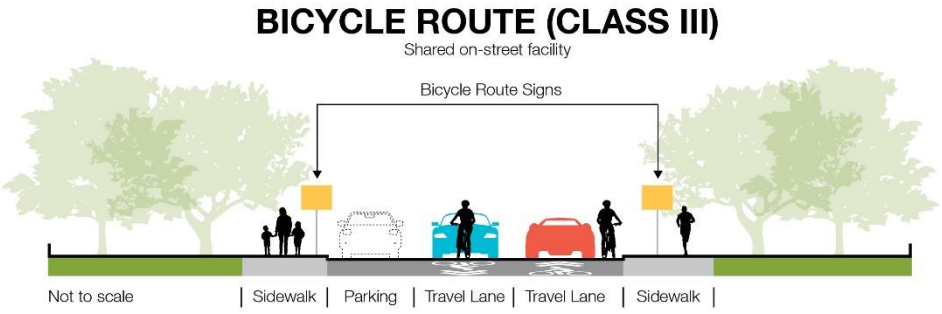


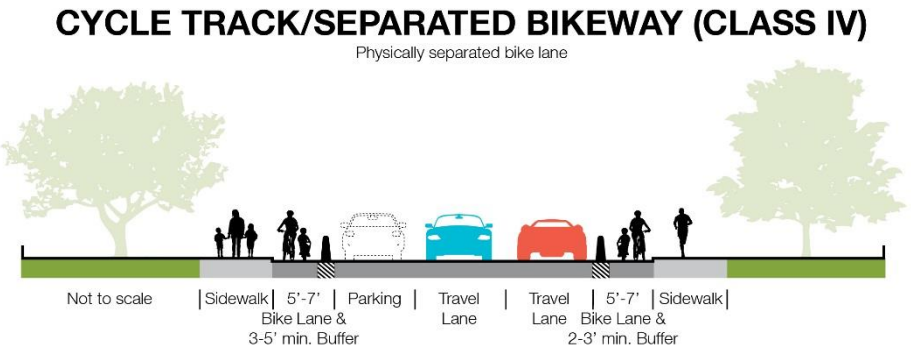

- **Class II Bikeway (Bike Lane).** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane and the bike lane could be adjacent to on-street parking.




- **Class III Bikeway (Bike Route).** A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be designated using a shared lane marking (sharrow).



- **Class IV Bikeway (Separated Bike Lane).** A bikeway for the exclusive use of bicycles including a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.




As shown in Figure 4, existing bicycle facilities in San Jacinto include:

- Class I facility running along Ramona Expressway between San Jacinto Avenue and Main Street and along Young Street between Ramona Boulevard and De Anza Drive.
- Class II bicycle lanes on Ramona Expressway between Sanderson Avenue and San Jacinto Avenue and on Ramona Boulevard between State Street and Wateka Street.
- Class II buffered bicycle lanes on De Anza Drive between Young Street and State Street.
- Class III bicycle routes on 7th Street between San Jacinto Avenue and Rosario Avenue and on Santa Fe Avenue between Ramona Boulevard and Main Street.

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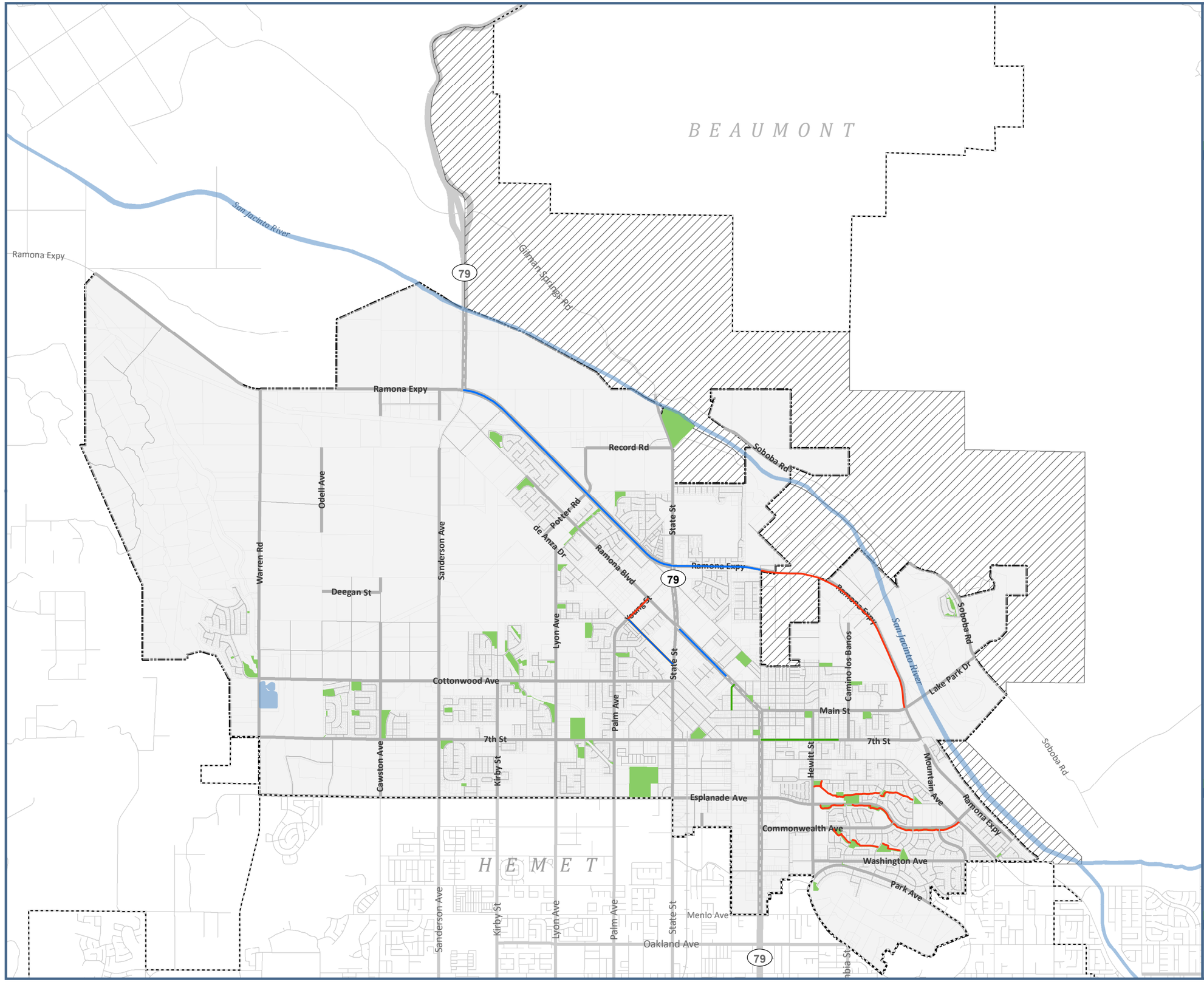
# Figure 4.
# Existing Bicycle Facilities




**Existing Bikeways**

- Class 1: Multi-Use Path
- Class 2: Bike Lane
- Class 2B: Buffered Bike Lane
- Class 3: Bike Route
- Neighboring City
- Waterbodies
- City Park
- San Jacinto Sphere of Influence
- City of San Jacinto

0 0.5 1
Miles

*Sources: City of San Jacinto; Riverside County.*
*Map date: January 25, 2019.*

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# TRANSIT SERVICE

The Riverside Transit Agency (RTA) provides bus service within San Jacinto and throughout Riverside County. In addition, transit riders can access Metrolink commuter rail services from the nearby Perris Downtown and Perris South stations. The public transit services in and around San Jacinto are documented below.

## RTA

RTA provides bus service in Riverside County. It connects San Jacinto with several nearby cities (including Moreno Valley, Hemet, Menifee, and Perris) and several regional destinations such as the two Metrolink stations in Perris.

Declining ridership due to the COVID-19 pandemic caused changes in some routes at the time this report was written. As of May 2021, Routes 32, 33, and 217, which served San Jacinto in the past, were suspended. Service overhauls are also planned in San Jacinto for Summer and Fall 2021. In particular, Routes 31 and 74 will discontinue service from Mt. San Jacinto College and Hemet Valley Mall; however, service may be reinstated as funding and ridership allow.

Therefore, pre-COVID bus routes in San Jacinto (from the Existing Conditions period for this study) are illustrated in Figure 5. Table 3 presents the route information and average weekday daily ridership for all RTA routes that serve San Jacinto in Fiscal Year 2016 (the latest data available from RTA).

**Table 3: Riverside Transit Agency Lines and Ridership**

| # | San Jacinto Streets Served | Destinations Served | Hours of Operation | Average Weekday Daily Ridership (Route) | Headways (minutes) | |
|---|---|---|---|---|---|---|
| | | | | | Peak | Off-Peak |
| 31 | State Street | Moreno Valley Mall, Moreno Valley Senior Center, Riverside University Medical Center, Sun Lakes at Village, Beaumont Walmart, Mt. San Jacinto College, San Jacinto High School, State & Fruitvale, State & Acacia Post Office, Hemet Valley Mall | 4:34 AM - 10:35 PM | 406 | 65 | 70 |
| 32 | State Street, De Anza Drive, Main Street, Mistletoe Avenue, Esplanade Avenue, San Jacinto Avenue, Idyllwild Drive, 7th Street, Villines Avenue, Commonwealth Avenue, Hewitt Street | Mt. San Jacinto College, Idyllwild Drive & Attenborough, Main & Mistletoe, Las Rosas & 7th, Esplanade & San Jacinto, State & Menlo, San Jacinto & Mayberry, State & Stetson, Hemet Valley Mall | 5:50 AM - 8:32 PM | 297 | 60 | 70 |

| # | San Jacinto Streets Served | Destinations Served | Hours of Operation | Average Weekday Daily Ridership (Route) | Headways (minutes) | |
|---|---|---|---|---|---|---|
| | | | | | Peak | Off-Peak |
| 42 | Lake Park Drive, Main Street, Mistletoe Avenue, 7th Street, Santa Fe Avenue, Menlo Avenue, San Jacinto Avenue, Esplanade, Avenue, State Street, Cottonwood Avenue, Kirby Street | Soboba Casino, San Jacinto Community Center, San Jacinto & Esplanade, Palm & Cottonwood, Hemet Valley Mall | 6:55 AM - 7:04 PM | 126 | 67 | 77 |
| 74 | State Street, Ramona Boulevard, San Jacinto Avenue | Mt. San Jacinto College, Hemet Valley Mall, Simpson & Winchester, Mt. San Jacinto College Menifee, Cherry Hills & Bradley, South Perris Metrolink Station, Perris Station Transit Center | 3:39 AM - 11:30 PM | 503 | 48 | 60 |
| 217 | State Street | Mt. San Jacinto College, Hemet Valley Mall, Promenade Mall, Equity & Ynez, Escondido Transit Center | 3:44 AM - 8:29 PM | 124 | 20 | N/A |

Source: RTA System Map (May 12, 2019), RTA Short Range Transit Plan (May 2019)

## METROLINK

Metrolink provides heavy-rail, regional transit service to the counties of Los Angeles, San Bernardino, Orange, Ventura, San Diego, and Riverside. The closest Metrolink stations to San Jacinto are the Perris Downtown and Perris South stations approximately 17 miles west of San Jacinto. The 91/Perris Valley line serves the stations in Perris and connects to Los Angeles Union Station in Downtown Los Angeles. An average of 2,467 passengers per day utilize the 91/Perris Valley line, per most recent available ridership data.[1] The 91/Perris Valley line provides service to the two Perris stations between 4:43 AM to 8:25 PM on weekdays only, with approximately 36-minute headways during commute periods. Trains also run twice a day on weekends.

[1] Southern California Regional Rail Authority Development of Strategic Plan, 2016.

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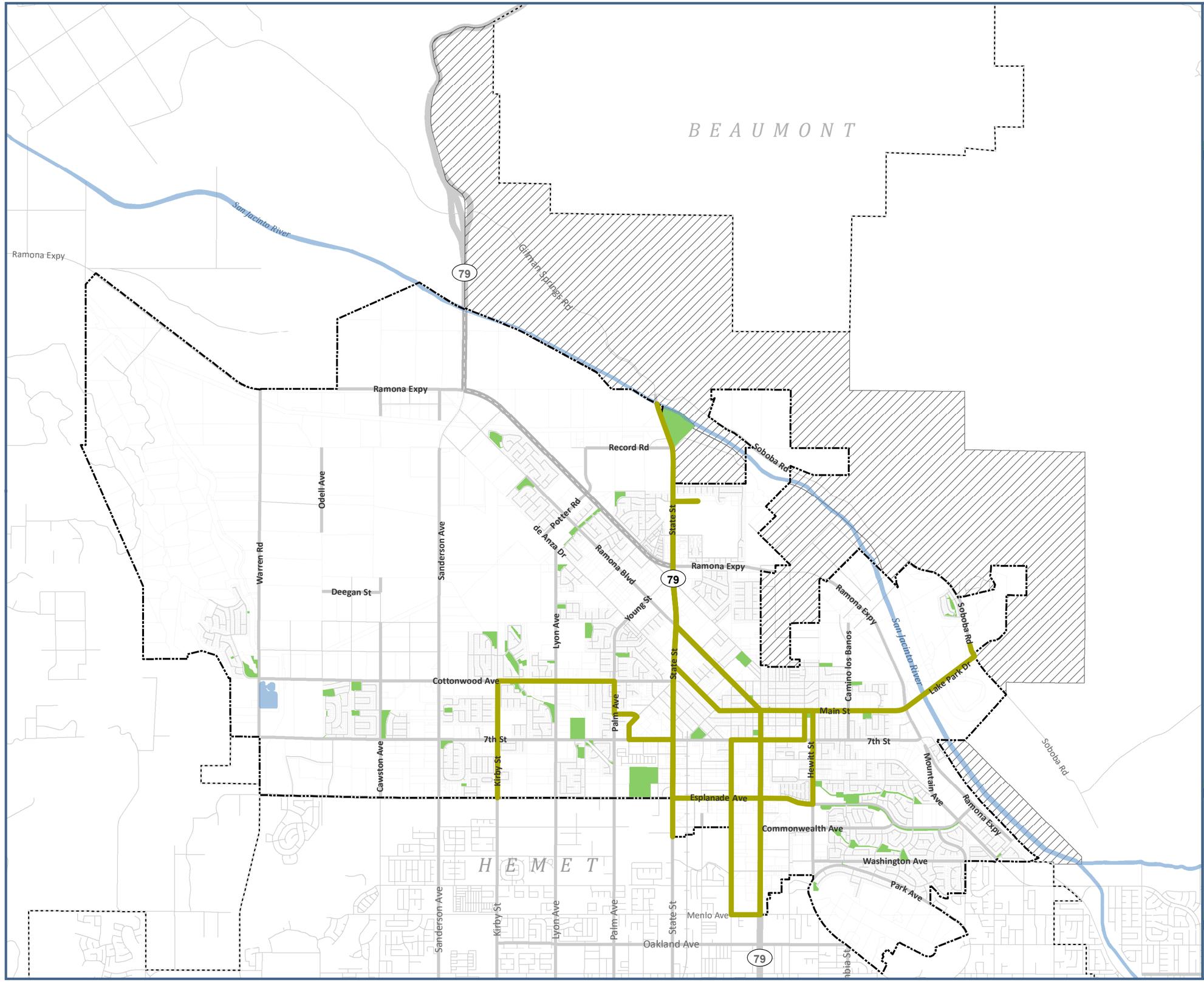
# Figure 5
# Existing Transit Routes




**Legend**

- Riverside Transit Agency Routes
- City of San Jacinto
- Neighboring City
- San Jacinto Sphere of Influence
- City Park
- Waterbodies

N

0 0.5 1
Miles

*Sources: City of San Jacinto; Riverside County.*
*Map date: January 25, 2019.*

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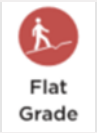
# PEDESTRIAN FACILITIES

San Jacinto offers several types of facilities and amenities that support walking in the City. The availability and quality of pedestrian facilities vary throughout the City and were analyzed using seven key factors as shown in Table 4.

**Table 4: Pedestrian Facility Conditions in San Jacinto**

| FACTOR | DESCRIPTION | SAN JACINTO ASSESSMENT |
|---|---|---|
|  | Sidewalk availability is core to supporting walkability and safety separating pedestrians from vehicles and other modes. In addition, it is important that sidewalks are present on both sides of the roadway and are available along the entire segment rather than end midblock. | Sidewalks are generally not provided on both sides of arterial and local streets in between intersections where the land is undeveloped across the City. Sidewalks are generally provided along newer residential or commercial developments where pedestrian activity is likely to occur. |
|  | Cracked, broken, or otherwise damaged sidewalks can pose a safety hazard and discourage walking. | Where sidewalks are provided, they are generally in good condition, free of cracks or uplifts. |
|  | Marked crosswalks can safely accommodate pedestrians that need to cross streets. A lack of marked crosswalks could hinder walkability since pedestrians need to travel greater distances to reach a safe marked crossing point. Drivers may also be less likely to yield to intersections at unmarked crossings. | Marked crosswalks on at least two sides are generally provided at signalized intersections across the City. Marked crosswalks are generally not provided at unsignalized intersections (both all-way stop controlled and two-way stop-controlled intersections). |
|  | Shading, whether natural or artificial, can encourage walking in areas such as Southern California which are relatively warm with limited rainfall, especially in the summer. | Shading is provided sporadically across the City in the form of tree landscaping along arterials and local residential streets which contain newer residential or commercial development. |
|  | Steep hills and ravines can discourage walking, especially for pedestrians with limited mobility. | The City is generally flat without steep grade changes at the pedestrian level. |
|  | Buffers which provide separation between pedestrians and moving vehicles can help improve the walking experience, and can include landscaping, parked vehicles, and bulbouts, which serve to both reduce pedestrian crossing distances at intersections and as a traffic calming measure. | Parking is generally prohibited along arterial roads and street landscaping buffers are generally not provided. Landscape buffers are sporadically provided closer to newer residential or commercial development. |
|  | In addition to physical facilities that accommodate walking, useful or interesting amenities along sidewalks create a more interesting walking environment and increase pedestrian comfort. Amenities can include sidewalk-adjacent retail and restaurants, landscaping, and street furniture. | Street landscaping is generally provided along residential neighborhoods. Arterial roadways offer few pedestrian-level amenities. |

In addition to on-street facilities, unpaved trails (soft-surface) used by San Jacinto residents and visitors include trails in the western portion of the City within the Western Riverside County Regional Conservation Authority (RCA) conserved lands and along the San Jacinto River. Additionally, the City completed an ADA Transition Plan that evaluated access and sidewalks throughout the City.

# FREIGHT AND GOODS MOVEMENT

The Surface Transportation Assistance Act (STAA) of 1982 defines a network of state facilities as truck routes which accommodate large trucks.

According to the current San Jacinto General Plan Circulation Element, trucks should be oriented to the Ramona Expressway and SR 79 arterials. The San Jacinto Municipal Code prohibits vehicles exceeding a maximum gross weight of 14,000 pounds on roadways not designated as a commercial vehicle route. The following roadways are designated as commercial vehicle routes and are also displayed in Figure 6.[2]

- Ramona Expressway from the western City limits to the eastern City limits
- Sanderson Avenue from Ramona Expressway to the southern City limits
- State Street from Ramona Expressway to the southern City limits
- Esplanade Avenue from the western City limits to San Jacinto Avenue
- Seventh Street from State Street to San Jacinto Avenue
- Lake Park Drive from Ramona Expressway to Soboba Road from 7:00 PM to 7:00 AM
- Soboba Road within the City limits from 7:00 PM to 7:00 AM

[2] City of San Jacinto Municipal Code, 10.08.040

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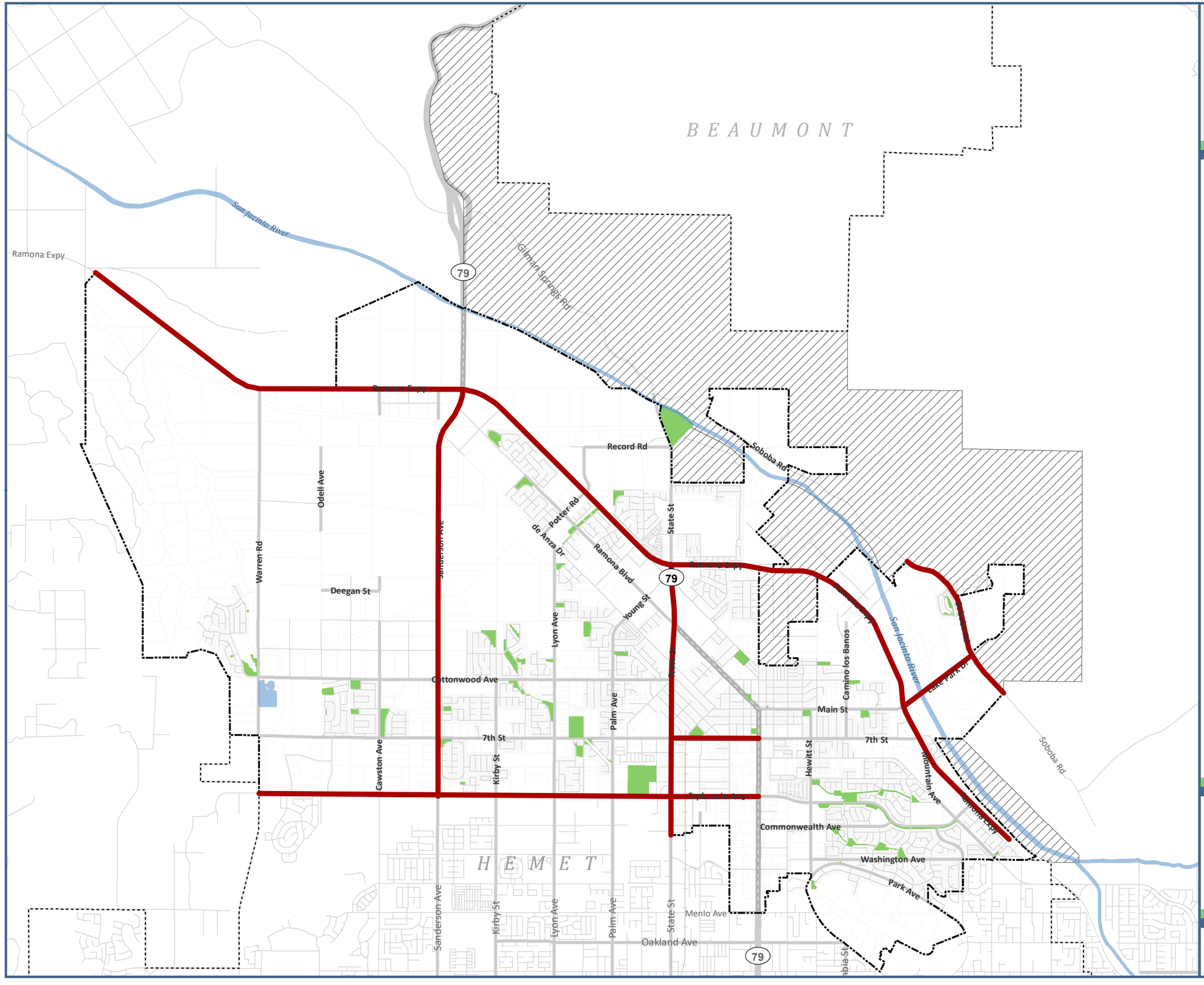
# Figure 6
# Existing Truck Routes




**Legend**

- Truck Routes
- City of San Jacinto
- Neighboring City
- San Jacinto Sphere of Influence
- City Park
- Waterbodies

N

0 0.5 1
Miles

*Sources: City of San Jacinto; Riverside County.*
*Map date: January 25, 2019.*

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# EXISTING TRAFFIC CONDITIONS

## STUDY ROADWAY SEGMENTS

24-hour vehicle volumes were collected at 19 key roadway segments in May 2019. Table 5 provides the study roadway segments, functional classifications, and existing daily volumes. The existing daily volumes are also shown in Figure 7.

**Table 5: Existing (2019) Roadway Segment Volumes**

| ROADWAY | SEGMENT | ROADWAY TYPE[1] | ADT[2] |
|---|---|---|---|
| Ramona Expressway | West of Warren Road | Major | 22,629 |
| | West of Sanderson Avenue | Major | 24,155 |
| | East of Lyon Avenue | LACH | 27,017 |
| | East of State Street | LACH | 23,861 |
| | South of Esplanade Avenue | Collector | 18,706 |
| Warren Road | South of Ramona Expressway | Collector | 11,778 |
| | South of Esplanade Avenue | Collector | 13,891 |
| Sanderson Avenue | North of Ramona Expressway | Major | 49,645 |
| | South of Ramona Boulevard | Major | 23,515 |
| | South of Esplanade Avenue | Major | 26,071 |
| Lyon Avenue | South of Esplanade Avenue | Collector | 7,418 |
| State Street | North of College Entrance | Collector | 14,094 |
| | South of Ramona Expressway | Major | 24,139 |
| | South of Esplanade Avenue | Major | 19,520 |
| Cottonwood Avenue | West of State Street | Collector | 7,317 |
| 7th Street | West of State Street | Collector | 10,039 |
| San Jacinto Avenue | South of Esplanade Avenue | Arterial | 21,546 |
| Esplanade Avenue | West of Ramona Expressway | Secondary | 10,045 |
| Lake Park Drive | East of Ramona Expressway | Collector | 12,250 |

Notes:

1. Roadway type refers to roadway designations from the San Jacinto General Plan Circulation Element
2. ADT denotes Average Daily Traffic

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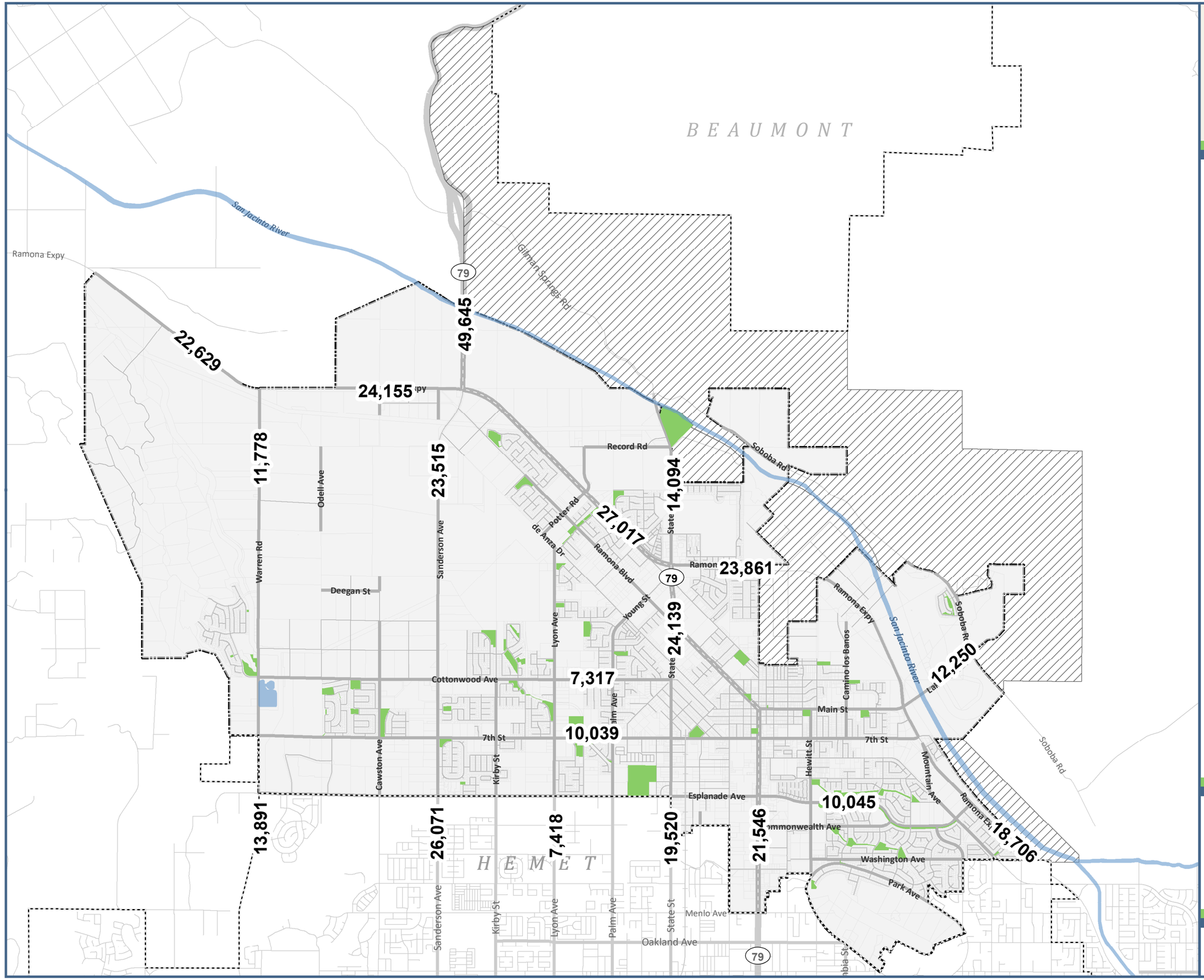
# Figure 7.
# Existing Roadway Volumes




**Legend**

- Neighboring City
- Waterbodies
- City Park
- San Jacinto Sphere of Influence
- City of San Jacinto

0 0.5 1
Miles

*Sources: City of San Jacinto; Riverside County.*
*Map date: January 25, 2019.*

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## SEGMENT ANALYSIS METHODOLOGY

Operations at the 19 key roadway segments in the City were determined on a daily traffic volume basis. Operations were assessed and assigned a level of service (LOS) letter grade ranging from LOS A to LOS F (from better to worse congestion), with LOS A signifying free-flow traffic and LOS F signifying operations that are over roadway capacity.

The operations analysis is based on capacity analysis according to their closest matching roadway cross-section, using roadway classifications and capacities adapted from National Cooperative Highway Research Program (NCHRP) Report 825: *Planning and Preliminary Engineering Applications Guide to the Highway Capacity Manual* (consistent with the City's transportation analysis guidelines). This typically matches the roadway's existing functional classification designation, but where it does not, a note is provided in the table.[3] The functional classification definitions have been updated as part of this General Plan update; thus, updated capacity values and LOS scores are shown in Table 6.

**Table 6: Updated Roadway Segment LOS Thresholds**

| Roadway Type | Lane Configuration | Capacity | A | B | C | D | E |
|---|---|---|---|---|---|---|---|
| LACH | 8 lane divided | 70,000 | 42,000 | 49,000 | 56,000 | 63,000 | 70,000 |
| LACH | 6 lane divided | 59,000 | 35,400 | 41,300 | 47,200 | 53,100 | 59,000 |
| Primary Arterial | 6 lane divided | 55,300 | 33,180 | 38,710 | 44,240 | 49,770 | 55,300 |
| Primary Arterial | 4 lane divided | 39,300 | 23,580 | 27,510 | 31,440 | 35,370 | 39,300 |
| Arterial | 4 lane divided | 35,800 | 21,480 | 25,060 | 28,640 | 32,220 | 35,800 |
| Arterial | 4 lane undivided | 32,600 | 19,560 | 22,820 | 26,080 | 29,340 | 32,600 |
| Collector | 2 lane divided | 18,300 | 10,980 | 12,810 | 14,640 | 16,470 | 18,300 |
| Collector | 2 lane undivided | 17,800 | 10,680 | 12,460 | 14,240 | 16,020 | 17,800 |

Source: Kittelson, 2021. Adapted from NCHRP Report 825.

The roadway segment analysis results are shown in Table 7.

[3] Not all roadways are built out to match their identified roadway classification. Therefore, this analysis matches the existing roadway to the closest relevant capacity value based on lane number and roadway characteristics rather than a proposed future build-out associated with its roadway classification designation.

**Table 7: Roadway Level of Service**

| Roadway | Segment | Existing 2019 | | | |
|---|---|---|---|---|---|
| | | Roadway Type[1] | ADT | V/C | LOS |
| Ramona Expressway | West of Warren Road | Collector, 2U[2] | 22,629 | 1.27 | **F** |
| | West of Sanderson Avenue | Primary Arterial, 4D | 24,155 | 0.61 | B |
| | East of Lyon Avenue | LACH, 6D | 27,017 | 0.46 | A |
| | East of State Street and Eagle Road | Primary Arterial, 4D[3] | 23,861 | 0.61 | B |
| | South of Esplanade Avenue | Collector, 2U | 18,706 | 1.05 | **F** |
| Warren Road | South of Ramona Expressway | Collector, 2U | 11,778 | 0.66 | B |
| | South of Esplanade Avenue | Collector, 2U | 13,891 | 0.78 | C |
| Sanderson Avenue | North of Ramona Expressway | Primary Arterial, 4D | 49,645 | 1.26 | **F** |
| | South of Ramona Boulevard | Primary Arterial, 4D | 23,515 | 0.60 | A |
| | South of Esplanade Avenue | Primary Arterial, 4D | 26,071 | 0.66 | B |
| Lyon Avenue | South of Esplanade Avenue | Collector, 2U | 7,418 | 0.42 | A |
| State Street | North of College Entrance | Arterial, 4D | 14,094 | 0.39 | A |
| | South of Ramona Expressway | Primary Arterial, 4D | 24,139 | 0.61 | B |
| | South of Esplanade Avenue | Primary Arterial, 4D | 19,520 | 0.50 | A |
| Cottonwood Avenue | West of State Street | Collector, 2D | 7,317 | 0.40 | A |
| 7th Street | West of State Street | Collector, 2D | 10,039 | 0.55 | A |
| San Jacinto Avenue | South of Esplanade Avenue | Primary Arterial, 4D | 21,546 | 0.55 | A |
| Esplanade Avenue | West of Ramona Expressway | Arterial, 4U | 10,045 | 0.31 | A |
| Lake Park Drive | East of Ramona Expressway | Arterial, 4D[4] | 12,250 | 0.34 | A |

Notes:

BOLD – Represents roadway segments operating at LOS E or F. ADT = Average Daily Traffic

1. "Roadway Type" denotes lane number and roadway configuration: 2U= 2-lane undivided, 4D= 4-lane divided, etc.
2. Existing classification is Major roadway but roadway type shown most closely matches existing cross-section and is used to evaluate operational capacity.
3. Existing classification is Limited-Access California Highway, but roadway type shown most closely matches existing cross-section and is used to evaluate operational capacity.
4. Existing classification is Collector, but roadway type shown most closely matches existing cross-section and is used to evaluate operational capacity.

The following locations are shown to operate over capacity:

- Ramona Expressway, west of Warren Road
- Ramona Expressway, south of Esplanade Avenue
- Sanderson Avenue, north of Ramona Expressway

## STUDY INTERSECTIONS

Weekday AM and PM peak hour operations were assessed at 35 key intersections in and around the City, show in Figure 8. Vehicle turning movement data was collected in May 2019 when schools were in session during the weekday morning (7:00 AM to 9:00 AM) and evening (4:00 PM to 6:00 PM) peak periods. The existing turning movement traffic counts are shown in Figure 9. The study locations and traffic control devices are stated in Table 8.

**Table 8: Study Intersections**

| INTERSECTION NUMBER | INTERSECTION | TRAFFIC CONTROL |
|---|---|---|
| 1 | Warren Road & Ramona Expressway | Signal |
| 2 | Warren Road & Cottonwood Avenue | Signal |
| 3 | Warren Road & Esplanade Avenue | AWSC |
| 4 | Sanderson Avenue & Ramona Expressway [a] | Signal |
| 5 | Sanderson Avenue & Cottonwood Avenue | Signal |
| 6 | Sanderson Avenue & 7th Street | Signal |
| 7 | Sanderson Avenue & Esplanade Avenue | Signal |
| 8 | Lyon Avenue & Ramona Expressway [a] | Signal |
| 9 | Lyon Avenue & Cottonwood Avenue | AWSC |
| 10 | Lyon Avenue & 7th Street | AWSC |
| 11 | Lyon Avenue & Esplanade Avenue | Signal |
| 12 | State Street & Sagecrest Drive/College Entrance | Signal |
| 13 | State Street & Community College Drive | TWSC |
| 14 | State Street & Ramona Expressway [a] | Signal |
| 15 | State Street & Ramona Boulevard [a] | Signal |
| 16 | State Street & Cottonwood Avenue/Brinton Street | Signal |
| 17 | State Street & 7th Street | Signal |
| 18 | State Street & Esplanade Avenue | Signal |
| 19 | San Jacinto Avenue & Ramona Expressway | Signal |
| 20 | San Jacinto Avenue & Main Street/Ramona Boulevard [a] | Signal |
| 21 | San Jacinto Avenue & 7th Street [a] | Signal |
| 22 | San Jacinto Avenue & Esplanade Avenue [a] | Signal |
| 23 | Hewitt Street & Main Street | AWSC |
| 24 | Hewitt Street & 7th Street | AWSC |
| 25 | Hewitt Street & Esplanade Avenue | Signal |
| 26 | Hewitt Street & Commonwealth Avenue | Signal |
| 27 | Ramona Expressway & Main Street/Lake Park Drive | Signal |
| 28 | Ramona Expressway & 7th Street | Signal |
| 29 | Ramona Expressway & Esplanade Avenue | Signal |
| 30 | Soboba Road & Lake Park Drive | Signal |
| 31 | Cawston Avenue & Cottonwood Avenue | TWSC |
| 32 | Cawston Avenue & Esplanade Avenue | AWSC |
| 33 | Sanderson Avenue & Ramona Boulevard | Signal |
| 34 | Lyon Avenue & Ramona Boulevard | AWSC |
| 35 | Ramona Expressway & Hemet Street | Signal |

Notes:
AWSC – All-Way Stop-Controlled
TWSC – Two-Way Stop-Controlled
[a] – Intersections under the jurisdiction of the California Department of Transportation

Study intersections were analyzed using the Highway Capacity Manual (HCM) methodology, consistent with the City's analysis guidelines. The HCM methodology assigns a level of service grade to an intersection based on the average control delay for vehicles at the intersection, ranging from LOS A to LOS F; LOS A signifies very slight delay with no approach phase fully utilized while LOS F signifies very high delays and congestion, frequent cycle failures, and long queues. San Jacinto has established LOS D as the acceptable level of service under the HCM methodology.

**Table 9: Intersection Level of Service and Delay Thresholds (HCM Methodology)**

| Level of Service | Average Control Delay Per Vehicle (Seconds) | |
|---|---|---|
| | Signalized | Unsignalized |
| A | < 10.0 | < 10.0 |
| B | > 10.0 to 20.0 | > 10.0 to 15.0 |
| C | > 20.0 to 35.0 | > 15.0 to 25.0 |
| D | > 35.0 to 55.0 | > 25.0 to 35.0 |
| E | > 55.0 to 80.0 | > 35.0 to 50.0 |
| F | > 80.0 | > 50.0 |

Source: Highway Capacity Manual

Weekday AM and PM peak hour level of service for the 35 study intersections are shown in Table 10. Data in **bold** indicate intersections operating at LOS E or F.

**Table 10: Existing (2019) Intersection Level of Service – Weekday AM/PM Peak Hours**

| Number | Intersection | Traffic Control | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|
| | | | Delay | LOS | Delay | LOS |
| 1 | Warren Road & Ramona Expressway | Signal | 18.3 | B | 18.3 | B |
| 2 | Warren Road & Cottonwood Avenue | Signal | 16.0 | B | 15.8 | B |
| 3 | Warren Road & Esplanade Avenue | AWSC | **100.5** | **F** | **39.2** | **E** |
| 4 | Sanderson Avenue & Ramona Expressway | Signal | **59.9** | **E** | 38.6 | D |
| 5 | Sanderson Avenue & Cottonwood Avenue | Signal | 29.5 | C | 21.2 | C |
| 6 | Sanderson Avenue & 7th Street | Signal | 15.1 | B | 17.6 | B |
| 7 | Sanderson Avenue & Esplanade Avenue | Signal | 20.1 | C | 21.8 | C |
| 8 | Lyon Avenue & Ramona Expressway | Signal | 33.8 | C | 28.4 | C |
| 9 | Lyon Avenue & Cottonwood Avenue | AWSC | 34.6 | D | 17.5 | C |
| 10 | Lyon Avenue & 7th Street | AWSC | 30.5 | D | **40.6** | **E** |
| 11 | Lyon Avenue & Esplanade Avenue | Signal | 13.9 | B | 15.8 | B |
| 12 | State Street & Sagecrest Drive/College Entrance | Signal | 18.7 | B | 18.4 | B |
| 13 | State Street & Community College Drive | TWSC | 22.0 | C | **45.9** | **E** |
| 14 | State Street & Ramona Expressway | Signal | 26.6 | C | 38.2 | D |
| 15 | State Street & Ramona Boulevard | Signal | 26.3 | C | 20.9 | C |
| 16 | State Street & Cottonwood Avenue/Brinton Street | Signal | 19.3 | B | 15.4 | B |
| 17 | State Street & 7th Street | Signal | 17.7 | B | 20.8 | C |

| Number | Intersection | Traffic Control | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|
| | | | Delay | LOS | Delay | LOS |
| 18 | State Street & Esplanade Avenue | Signal | 21.2 | C | 28.5 | C |
| 19 | San Jacinto Avenue & Ramona Expressway | Signal | 12.7 | B | 10.7 | B |
| 20 | San Jacinto Avenue & Main Street/Ramona Boulevard | Signal | 39.5 | D | 34.6 | C |
| 21 | San Jacinto Avenue & 7th Street | Signal | 17.0 | B | 21.1 | C |
| 22 | San Jacinto Avenue & Esplanade Avenue | Signal | 22.6 | C | 30.1 | C |
| 23 | Hewitt Street & Main Street | AWSC | 11.3 | B | 10.4 | B |
| 24 | Hewitt Street & 7th Street | AWSC | 78.8 | **F** | 17.6 | C |
| 25 | Hewitt Street & Esplanade Avenue | Signal | 18.0 | B | 19.9 | B |
| 26 | Hewitt Street & Commonwealth Avenue | Signal | 19.2 | B | 21.3 | C |
| 27 | Ramona Expressway & Main Street/Lake Park Drive | Signal | 18.6 | B | 23.2 | C |
| 28 | Ramona Expressway & 7th Street | Signal | 12.1 | B | 11.5 | B |
| 29 | Ramona Expressway & Esplanade Avenue | Signal | 23.7 | C | 19.8 | B |
| 30 | Soboba Road & Lake Park Drive | Signal | 12.1 | B | 12.7 | B |
| 31 | Cawston Avenue & Cottonwood Avenue | TWSC | 11.2 | B | 10.4 | B |
| 32 | Cawston Avenue & Esplanade Avenue | AWSC | 26.6 | D | 15.4 | C |
| 33 | Sanderson Avenue & Ramona Boulevard | Signal | 16.6 | B | 13.4 | B |
| 34 | Lyon Avenue & Ramona Boulevard | AWSC | 10.8 | B | 11.1 | B |
| 35 | Ramona Expressway & Hemet Street | Signal | 20.0 | B | 13.8 | B |

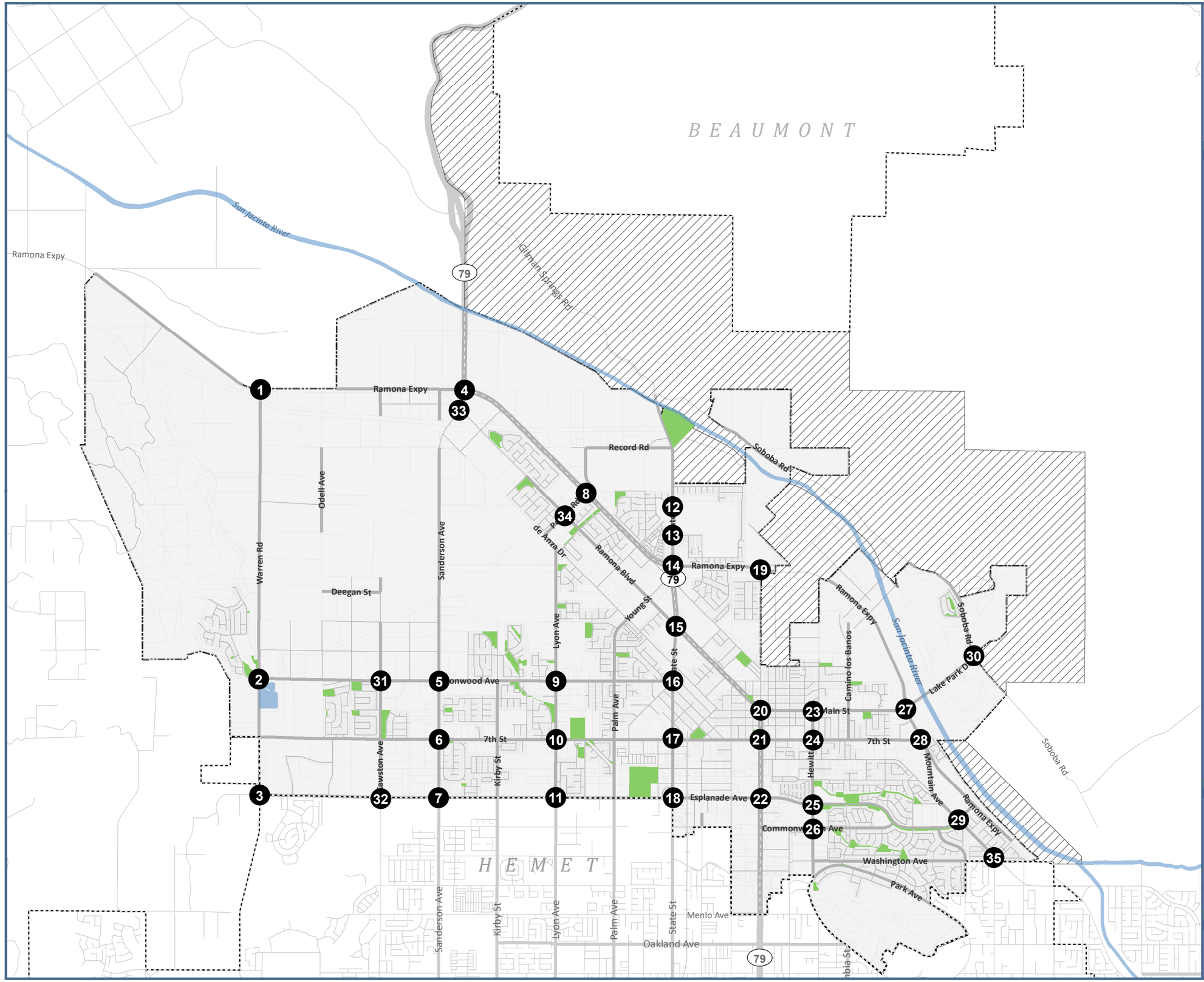
Source: Kittelson, 2021.

The following intersections currently operate with LOS below City standards during the weekday AM and/or PM peak hour:

- 3: Warren Road & Esplanade Avenue (LOS F during the weekday AM peak hour and LOS E during the weekday PM peak hour)
- 4: Sanderson Avenue & Ramona Expressway (LOS E during the weekday AM peak hour)
- 10: Lyon Avenue & 7th Street (LOS E during the weekday PM peak hour)
- 13: State Street & Community College Drive (LOS F during the weekday PM peak hour)
- 24: Hewitt Street & 7th Street (LOS F during the weekday AM peak hour)

CITY OF SAN JACINTO
GENERAL PLAN 2040

# Figure 8.
# Location of Study Intersections




**Legend**

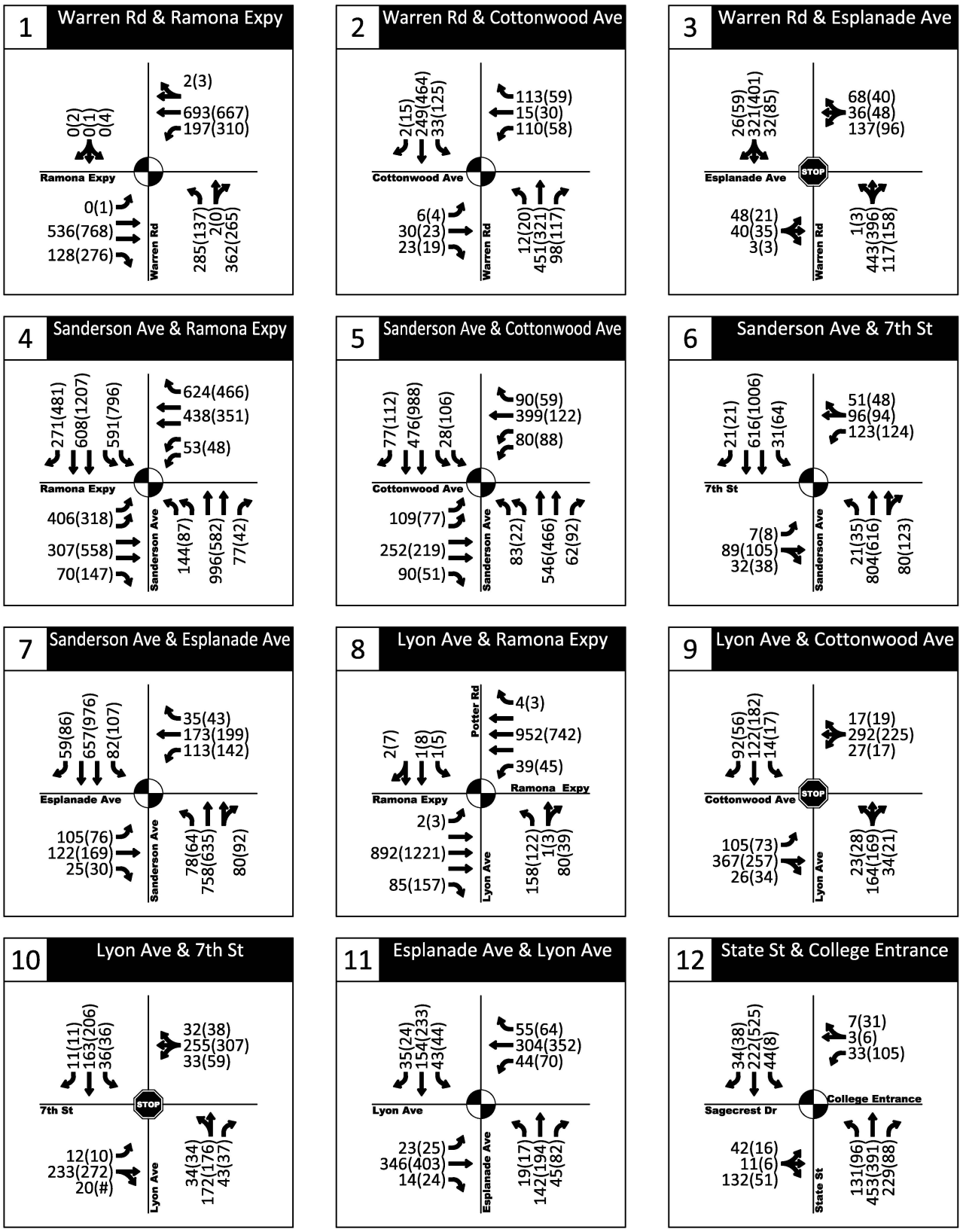
- Study Intersections
- Neighboring City
- Waterbodies
- City Park
- San Jacinto Sphere of Influence
- City of San Jacinto

0 0.5 1
Miles

*Sources: City of San Jacinto; Riverside County.*
*Map date: January 25, 2019.*

SAN JACINTO

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm




AM(PM) - Traffic Volume
STOP - All-Way Stop
- Stop Sign
- Traffic Signal

Existing
Intersection Traffic Volumes and Geometries
San Jacinto, California

Figure 9

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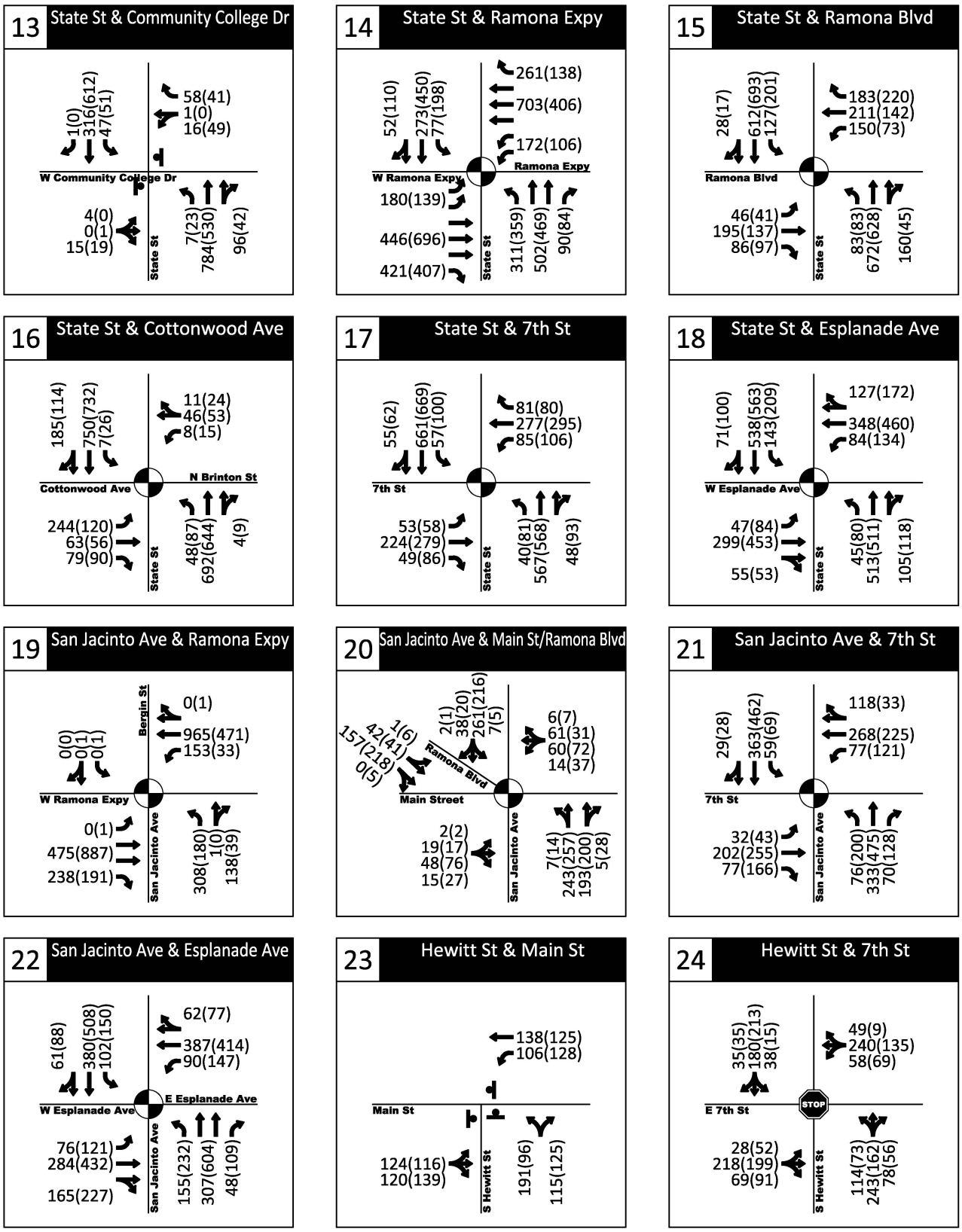


AM(PM) - Traffic Volume
STOP - All-Way Stop
- Stop Sign
- Traffic Signal

Existing
Intersection Traffic Volumes and Geometries
San Jacinto, California

Figure 9

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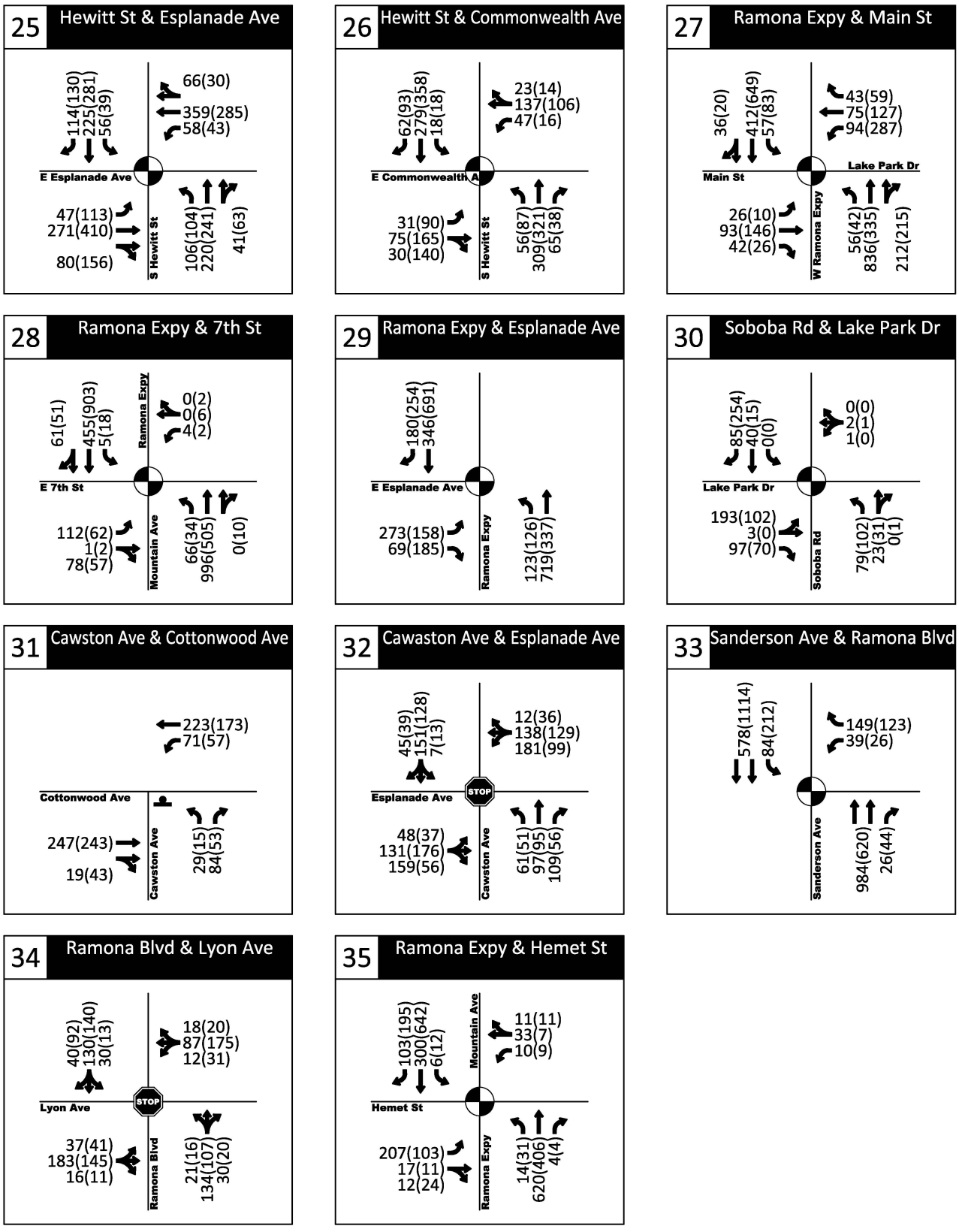


AM(PM) - Traffic Volume
STOP - All-Way Stop
- Stop Sign
- Traffic Signal

Existing
Intersection Traffic Volumes and Geometries
San Jacinto, California

Figure 9

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# Section 5
# Cumulative Level of Service Analysis

# LEVEL OF SERVICE ANALYSIS

This chapter provides an assessment of roadway operations for the long-term buildout Cumulative (2040) Plus Plan Conditions. Under the requirements of SB 743, metrics such as LOS can no longer be used to assess transportation related CEQA impacts. Therefore, this chapter provides roadway segment and intersection level of service for informational purposes and to provide a baseline for general plan consistency evaluations. The LOS for these facilities are compared to existing conditions; where needed, and recommended improvements are provided to bring operations to within City standards and attain the City's goals for traffic flow and system efficiency.

## TRAFFIC VOLUME FORECASTING

Cumulative (2040) average daily traffic (ADT) roadway segments volumes for the 2040 Plus Plan scenario were developed using the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan (RTP) model. Traffic growth factors were derived for each roadway segment by comparing base year daily volumes to the 2040 Plus Plan (2040) daily model volumes. These growth factors were applied to existing year (2019) ADT to forecast the future year (2040) ADT.[4]

It should be noted that some of the factored future year turn movements may end up lower than the existing year turning movement counts due to major road network changes such as the realignment of SR 79 and the new Mid-County Parkway (as described below), which are projected to divert traffic away from local roadway segments.

## ASSUMED FUTURE ROADWAY IMPROVEMENTS

As part of both the travel demand modeling and the roadway segment and intersection operational analyses, roadway improvements were included as part of the 2040 assumptions. Improvements were included from the following sources, which are included in Appendix 3:

- Roadway widening and lane additions that are assumed to be in place by 2040 (e.g., committed funding).
- Intersection improvements proposed as part of the City's 2019-2021 Capital Improvement Program (CIP).
- Intersection improvements included as part of the SCAG model.

[4] The procedure for estimating future year intersection turn movements is a two-step process, based on procedures described in NCHRP 765, "Analytical Travel Forecasting Approaches for Project-Level Planning and Design," (Transportation Research Board, 2014) which is the successor report to NCHRP 255. This adjustment process is recommended given that travel models are calibrated to produce more accurate results on road segments than on individual turn movements. First, the future year (2040) link volumes entering and exiting each leg of the intersections are estimated based on existing traffic counts and growth rates calculated from the base year and future year of the SCAG model. Second, the existing year turn movement counts are iteratively factored until the total volumes in and out of each leg closely match the estimated future year link volumes. The factoring process used for Step 2 is named after its developer, Furness. This factoring process produces forecast turn distributions that resemble the count distribution, but turn movement proportions will change in response to different growth rates on different legs as forecast by the travel model.

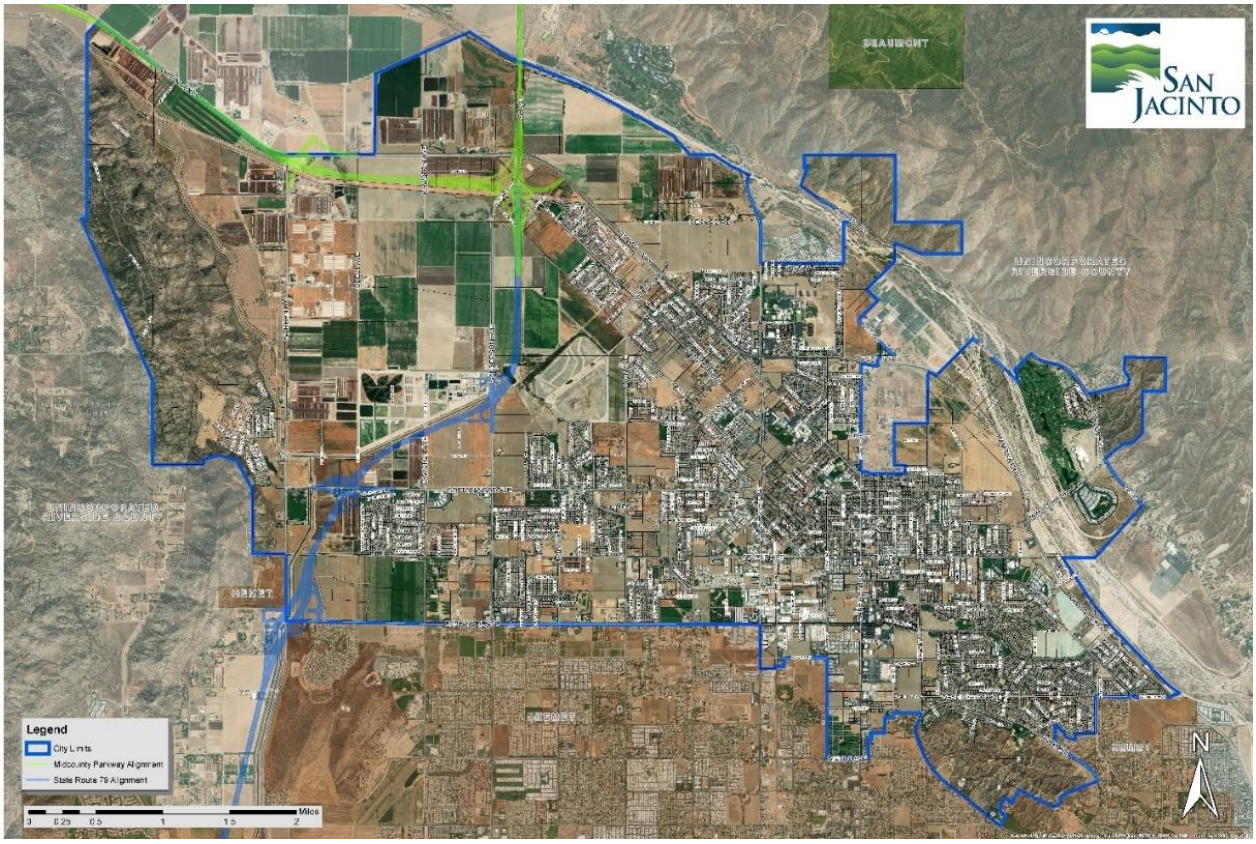
Two projects included the assumed future roadway improvements have a substantive impact on future projected traffic volumes:

- **SR 79 realignment:** The project proposes to realign SR 79 between Domenigoni Parkway and Gilman Springs through San Jacinto. The realigned, grade-separated highway would serve north-south trips from, to, and through San Jacinto. A conceptual alignment is shown (as a blue line) in Exhibit 1 below. This project would have the following general effects on local San Jacinto traffic patterns:
    - It provides an alternative, higher-speed north-south route compared to the existing Sanderson Road/SR 79 route in the north of the City, reducing expected traffic volumes along portions of that road.
    - It provides a redundant, higher-speed north-south route compared to existing Warren Road in the south of the City, reducing expected traffic volumes along that road.
    - Access at an interchange on Cottonwood Avenue increases projected traffic volumes along that road.
- **Mid-County Parkway:** The Mid-County Parkway is a planned 16-mile transportation corridor extending from San Jacinto to Perris in the west currently under construction. It will be a grade-separated facility connecting to SR 79 (see above), Interstate 215, and multimodal bus and rail facilities that support Metrolink's 91/Perris Valley Line. A conceptual alignment (which was selected as the preferred alignment) is shown in green in Exhibit 1. This project would have the following general effects on local San Jacinto traffic patterns:
    - It provides an alternative, higher-speed east-west route compared to the existing Ramona Expressway extending west from City limits, reducing expected traffic volumes along portions of that road.

Both projects will substantially affect intersections within their proximity as access to and from grade-separated portions of the roadway is designed. Appendix 3 includes geometric approval drawings related to interchanges within San Jacinto. Some of the changes that affect this analysis include the following:

- **Intersection 1 – Warren Road & Ramona Expressway:** This intersection will be realigned north of its existing location and north of an interchange with the Mid-County Parkway. The intersection is modeled without a west leg (see sheet GAD-G1 in Appendix 3).
- **Intersection 4 – Sanderson Avenue & Ramona Expressway:** This intersection currently serves two major connections that will be replaced by SR 79 and the Mid-County Parkway: north-south connections along Sanderson Avenue to connect to SR 79 north of the City, and east-west connections along Ramona Expressway that will be replaced by the Mid-County Parkway. Therefore, this intersection is modeled to show significant decreases in traffic and is removed from this intersection analysis.

**Exhibit 1: Proposed SR 79 and Mid-County Parkway alignments through San Jacinto**




Source: City of San Jacinto

# ROADWAY SEGMENT ANALYSIS

The daily roadway segment volumes and operations under the Cumulative (2040) Plus Plan scenario are shown in Table 11. The daily roadway segment LOS was used to develop recommended roadway segment improvements for segments that either:

- Degraded from LOS A/B/C/D under Existing Conditions to LOS E/F under Cumulative (2040) Plus Plan conditions
- Operate at LOS E/F under Existing Conditions and volume-to-capacity ratio (V/C) increased by greater than 0.05 (i.e., 5 percent) under Cumulative (2040) Plus Plan conditions.

## SEGMENT ANALYSIS RESULTS

The existing (2019) roadway LOS and the Cumulative (2040) Plus Plan roadway segment LOS under these capacities are summarized in Table 11.

**Table 11: Roadway Level of Service**

| Roadway | Segment | Existing 2019 | | | | Cumulative 2040 Plus Plan | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Roadway Type[1] | ADT | V/C | LOS | Roadway Type[1] | ADT | V/C | LOS | +/- V/C |
| Ramona Expressway | West of Warren Road | Collector, 2U[2] | 22,629 | 1.27 | **F** | Primary Arterial, 4D | - [3] | 0.00 | A | -1.27 |
| | West of Sanderson Avenue | Primary Arterial, 4D | 24,155 | 0.61 | B | Primary Arterial, 6D | 10,174 | 0.18 | A | -0.43 |
| | East of Lyon Avenue | LACH, 6D | 27,017 | 0.46 | A | LACH, 6D | 34,141 | 0.58 | A | 0.12 |
| | East of State Street and Eagle Road | Primary Arterial, 4D[4] | 23,861 | 0.61 | B | Primary Arterial, 4D | 46,217 | 1.18 | **F** | **0.57** |
| | South of Esplanade Avenue | Collector, 2U | 18,706 | 1.05 | **F** | Arterial, 4U | 10,787 | 0.33 | A | -0.72 |
| Warren Road | South of Ramona Expressway | Collector, 2U | 11,778 | 0.66 | B | Arterial, 4U | 5,372 | 0.16 | A | -0.50 |
| | South of Esplanade Avenue | Collector, 2U | 13,891 | 0.78 | C | Arterial, 4U | 13,353 | 0.41 | A | -0.37 |
| Sanderson Avenue | North of Ramona Expressway | Primary Arterial, 4D | 49,645 | 1.26 | **F** | Primary Arterial, 4D | - | 0.00 | A | -1.26 |
| | South of Ramona Boulevard | Primary Arterial, 4D | 23,515 | 0.60 | A | Primary Arterial, 4D | 22,568 | 0.57 | A | -0.02 |
| | South of Esplanade Avenue | Primary Arterial, 4D | 26,071 | 0.66 | B | Primary Arterial, 4D | 33,788 | 0.86 | C | 0.20 |
| Lyon Avenue | South of Esplanade Avenue | Collector, 2U | 7,418 | 0.42 | A | Collector, 2U | 10,138 | 0.57 | A | 0.15 |
| State Street | North of College Entrance | Arterial, 4D | 14,094 | 0.39 | A | Arterial, 4D | 26,714 | 0.75 | D | 0.35 |
| | South of Ramona Expressway | Primary Arterial, 4D | 24,139 | 0.61 | B | Primary Arterial, 4D | 37,777 | 0.96 | **E** | **0.35** |
| | South of Esplanade Avenue | Primary Arterial, 4D | 19,520 | 0.50 | A | Primary Arterial, 4D | 25,912 | 0.66 | B | 0.16 |
| Cottonwood Avenue | West of State Street | Collector, 2D | 7,317 | 0.40 | A | Collector, 2D | 12,438 | 0.68 | B | 0.28 |

| Roadway | Segment | Existing 2019 | | | | Cumulative 2040 Plus Plan | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Roadway Type[1] | ADT | V/C | LOS | Roadway Type[1] | ADT | V/C | LOS | +/- V/C |
| 7th Street | West of State Street | Collector, 2D | 10,039 | 0.55 | A | Collector, 2D | 9,667 | 0.53 | A | -0.02 |
| San Jacinto Avenue | South of Esplanade Avenue | Primary Arterial, 4D | 21,546 | 0.55 | A | Primary Arterial, 4D | 25,700 | 0.65 | B | 0.11 |
| Esplanade Avenue | West of Ramona Expressway | Arterial, 4U | 10,045 | 0.31 | A | Arterial, 4U | 14,997 | 0.46 | A | 0.15 |
| Lake Park Drive | East of Ramona Expressway | Arterial, 4D[5] | 12,250 | 0.34 | A | Arterial, 4D | 18,986 | 0.53 | A | 0.19 |

Notes:

BOLD – Represents roadway segments operating at LOS E or F. ADT = Average Daily Traffic. V/C = volume-to-capacity ratio.

1. "Roadway Type" denotes lane number and roadway configuration: 2U= 2-lane undivided, 4D= 4-lane divided, etc.
2. Existing classification is Major roadway but roadway type shown most closely matches existing cross-section and is used to evaluate operational capacity.
3. Future year ADT is projected to decrease as a result of the Mid-County Parkway project.
4. Existing classification is Limited-Access California Highway, but roadway type shown most closely matches existing cross-section and is used to evaluate operational capacity.
5. Existing classification is Collector, but roadway type shown most closely matches existing cross-section and is used to evaluate operational capacity.

Under Cumulative (2040) Plus Plan conditions, the following segments are projected to degrade to below the City LOS standards:

- Ramona Expressway, east of State Street
- State Street, south of Ramona Expressway

## RECOMMENDED IMPROVEMENTS

Roadway improvements are recommended along facilities that are projected to operate at LOS E or F conditions under the Cumulative plus Plan scenario. The roadway segment volume-to-capacity ratio analysis provides a more general level of analysis than corresponding intersection analysis. Therefore, the roadway segments where recommended improvements are identified should be monitored, and adjacent intersections should be analyzed for capacity needs as future development is realized.

**Ramona Expressway, east of Eagle Road.** Under the Cumulative Plus Plan scenario, this segment would degrade from LOS B to LOS F. With the addition of one lane in each direction, this segment should operate within City LOS standards. Additional right-of-way is available on the northern half of the roadway for this improvement. The segment includes a six-lane cross-section on intersection approach but not along the roadway segment between intersections.

**State Street, south of Ramona Expressway (from Ramona Expressway to Ramona Boulevard).** Under the Cumulative Plus Plan scenario, this segment would degrade from LOS B to LOS E. With the addition of one lane in each direction, this segment should operate within City LOS standards. Right-of-way is available for much of the corridor south of Ramona Expressway and north of Ramona Boulevard for this improvement, but there may be some geometric constraints if the City considers pursuing this improvement.

# INTERSECTION ANALYSIS

The weekday AM and PM peak hour intersection turning movement volumes and lane configurations for the Cumulative (2040) Plus Plan scenario are shown in Figure 10. The AM and PM operations under the Cumulative (2040) Plus Plan scenario are shown in Table 12. Recommendations were identified for intersections shown to operate below the City's LOS standard of D or better.

**Table 12: Future Intersection Level of Service – Weekday AM/PM Peak Hours**

| # | Intersection | Control | Peak Hour | Existing | | 2040 Plus Plan | | Change |
|---|---|---|---|---|---|---|---|---|
| | | | | Delay | LOS | Delay | LOS | |
| 1 | Warren Road & Ramona Expressway | Signal | AM | 18.3 | B | 10.8 | B | -7.5 |
| | | | PM | 18.3 | B | 9.6 | A | -3.9 |
| 2 | Warren Road & Cottonwood Avenue | Signal | AM | 16.0 | B | 14.5 | B | -1.5 |
| | | | PM | 15.8 | B | 14.2 | B | -1.6 |
| 3 | Warren Road & Esplanade Avenue | AWSC | AM | 100.5 | **F** | 26.2 | D | -74.3 |
| | | | PM | **39.2** | **E** | **76.4** | **F** | 37.2 |
| 4 | Sanderson Avenue & Ramona Expressway[1] | Signal | AM | **59.9** | **E** | - | - | - |
| | | | PM | 38.6 | D | - | - | - |
| 5 | Sanderson Avenue & Cottonwood Avenue | Signal | AM | 29.5 | C | 32.3 | C | 2.8 |
| | | | PM | 21.2 | C | 28.5 | C | 7.3 |
| 6 | Sanderson Avenue & 7th Street | Signal | AM | 15.1 | B | 18.4 | B | 3.3 |
| | | | PM | 17.6 | B | 22.6 | C | 5.0 |
| 7 | Sanderson Avenue & Esplanade Avenue | Signal | AM | 20.1 | C | 24.7 | C | 4.6 |
| | | | PM | 21.8 | C | 28.1 | C | 6.3 |
| 8 | Lyon Avenue & Ramona Expressway | Signal | AM | 33.8 | C | **56.5** | **E** | 22.7 |
| | | | PM | 28.4 | C | **60.4** | **E** | 32 |
| 9 | Lyon Avenue & Cottonwood Avenue | AWSC | AM | 34.6 | D | **168.4** | **F** | 133.8 |
| | | | PM | 17.5 | C | **194.8** | **F** | 177.3 |
| 10 | Lyon Avenue & 7th Street | AWSC | AM | 30.5 | D | 21.6 | C | -8.9 |
| | | | PM | 40.6 | **E** | 100.6 | **F** | 60.0 |
| 11 | Lyon Avenue & Esplanade Avenue | Signal | AM | 13.9 | B | 16.8 | B | 2.9 |
| | | | PM | 15.8 | B | 19.8 | B | 4.0 |
| 12 | State Street & Sagecrest Drive/College Entrance | Signal | AM | 18.7 | B | 46.4 | D | 27.7 |
| | | | PM | 18.4 | B | 23.6 | C | 5.2 |
| 13 | State Street & Community College Drive | TWSC | AM | 22.0 | C | **144.5** | **F** | 122.5 |
| | | | PM | **45.9** | **E** | **457.9** | **F** | 412 |
| 14 | State Street & Ramona Expressway | Signal | AM | 26.6 | C | **56.1** | **E** | 29.5 |
| | | | PM | 38.2 | D | **83.2** | **F** | 45.0 |
| 15 | State Street & Ramona Boulevard | Signal | AM | 26.3 | C | 38.3 | D | 12.0 |
| | | | PM | 20.9 | C | 34.5 | C | 13.6 |
| 16 | State Street & Cottonwood Avenue/Brinton Street | Signal | AM | 19.3 | B | 27.6 | C | 8.3 |
| | | | PM | 15.4 | B | 22.3 | C | 6.9 |
| 17 | State Street & 7th Street | Signal | AM | 17.7 | B | 17.1 | B | -0.6 |
| | | | PM | 20.8 | C | 27.8 | C | 7.0 |
| 18 | State Street & Esplanade Avenue | Signal | AM | 21.2 | C | 31.2 | C | 10.0 |
| | | | PM | 28.5 | C | 49.8 | D | 21.3 |
| 19 | San Jacinto Avenue & Ramona Expressway | Signal | AM | 12.7 | B | 21.3 | C | 8.6 |
| | | | PM | 10.7 | B | 21.5 | C | 10.8 |
| 20 | San Jacinto Avenue & Main Street/Ramona Boulevard | Signal | AM | 39.5 | D | 48.6 | D | 9.1 |
| | | | PM | 34.6 | C | 48.0 | D | 13.4 |
| 21 | San Jacinto Avenue & 7th Street | Signal | AM | 17.0 | B | 18.2 | B | 1.2 |
| | | | PM | 21.1 | C | 23.3 | C | 2.2 |
| 22 | San Jacinto Avenue & Esplanade Avenue | Signal | AM | 22.6 | C | 24.1 | C | 1.5 |
| | | | PM | 30.1 | C | 32.3 | C | 2.2 |
| 23 | Hewitt Street & Main Street | AWSC | AM | 11.3 | B | 11.1 | B | -0.2 |
| | | | PM | 10.4 | B | 11.2 | B | 0.8 |
| 24 | Hewitt Street & 7th Street | AWSC | AM | 78.8 | **F** | 31.4 | D | -47.4 |

| # | Intersection | Control | Peak Hour | Existing | | 2040 Plus Plan | | Change |
|---|---|---|---|---|---|---|---|---|
| | | | | Delay | LOS | Delay | LOS | |
| | | | PM | 17.6 | C | 13.6 | B | -4.0 |
| 25 | Hewitt Street & Esplanade Avenue | Signal | AM | 18.0 | B | 16.5 | B | -1.5 |
| | | | PM | 19.9 | B | 16.8 | B | -3.1 |
| 26 | Hewitt Street & Commonwealth Avenue | Signal | AM | 19.2 | B | 13.3 | B | -5.9 |
| | | | PM | 21.3 | C | 18.8 | B | -2.5 |
| 27 | Ramona Expressway & Main Street/Lake Park Drive | Signal | AM | 18.6 | B | 20.3 | C | 1.7 |
| | | | PM | 23.2 | C | 36.0 | D | 12.8 |
| 28 | Ramona Expressway & 7th Street | Signal | AM | 12.1 | B | 11.1 | B | -1.0 |
| | | | PM | 11.5 | B | 11.3 | B | -0.2 |
| 29 | Ramona Expressway & Esplanade Avenue | Signal | AM | 23.7 | C | 44.0 | D | 20.3 |
| | | | PM | 19.8 | B | 30.7 | C | 10.9 |
| 30 | Soboba Road & Lake Park Drive | Signal | AM | 12.1 | B | 14.3 | B | 2.2 |
| | | | PM | 12.7 | B | 10.8 | B | -1.9 |
| 31 | Cawston Avenue & Cottonwood Avenue | TWSC | AM | 11.2 | B | 10.2 | B | -1.0 |
| | | | PM | 10.4 | B | 9.6 | A | -0.8 |
| 32 | Cawston Avenue & Esplanade Avenue | AWSC | AM | 26.6 | D | 54.4 | **F** | 27.8 |
| | | | PM | 15.4 | C | 56.5 | **F** | 41.1 |
| 33 | Sanderson Avenue & Ramona Boulevard | Signal | AM | 16.6 | B | 8.7 | A | -7.9 |
| | | | PM | 13.4 | B | 16.2 | B | 2.8 |
| 34 | Lyon Avenue & Ramona Boulevard | AWSC | AM | 10.8 | B | 17.9 | C | 7.1 |
| | | | PM | 11.1 | B | 42.2 | **E** | 31.1 |
| 35 | Ramona Expressway & Hemet Street | Signal | AM | 20.0 | B | 14.4 | B | -5.6 |
| | | | PM | 13.8 | B | 12.8 | B | -1.0 |

Notes: AWSC – All-Way Stop-Controlled. TWSC – Two-Way Stop-Controlled

1. Intersection removed from this analysis per discussion in Assumed Future Roadway Improvements beginning on page 39.

Under Cumulative (2040) Plus Plan conditions, the following unsignalized intersections are projected to operate below the City LOS standards:

- 3: Warren Road & Esplanade Avenue in the PM peak hour
- 9: Lyon Avenue and Cottonwood Avenue in the AM and PM peak hours
- 10: Lyon Avenue and 7th Street in the PM peak hour
- 13: State Street & Community College Drive in the AM and PM peak hours
- 32: Cawston Avenue and Esplanade Avenue in the AM and PM peak hours
- 34: Lyon Avenue and Ramona Boulevard in the PM peak hour

Additionally, the following signalized intersections are projected to operate below the City LOS standards:

- 8: Lyon Avenue and Ramona Expressway in the AM and PM peak hours
- 14: State Street and Ramona Expressway in the AM and PM peak hours

## RECOMMENDED IMPROVEMENTS

Intersection improvements are recommended to accommodate AM and PM peak hour traffic levels under the Cumulative (2040) Plus Plan scenario under the HCM methodology. These improvements consist of either intersection lane geometry and/or signal timing changes. As land use projects throughout the City are approved and developed, the City should continue to monitor conditions at these intersections to determine the appropriate timing and/or level of improvement along these facilities. The updated mobility element includes a recommended policy (M-7.1) to leverage funding sources to fund the transportation

system. Based on the analysis in this report, a focus area can be funding intersection control upgrades listed below.

Where improvements include converting unsignalized intersections to signalized, a basic two-phase signalized intersection without lane geometry changes was shown to improve LOS to within City standards. For signalization improvement recommendations, left-turn provisions were included consistent with the City's study guidelines. Signal recommendations related to left-turn provision follow the City's analysis guidelines, testing the following:

- A dedicated left-turn lane when peak hour left-turn volume exceeds 100 vehicles per hour;
- A dual left-turn lane when peak hour left-turn volume exceeds 300 vehicles per hour; or,
- A protected left-turn phase when peak hour left-turn volume exceeds 240 vehicles per hour.

The City may subsequently consider appropriate geometric and signal design considerations at these locations. The following intersection improvements could be implemented:

**3: Warren Road and Esplanade Avenue.** This unsignalized intersection would operate at LOS F during the PM peak hour. This intersection would operate within City LOS standards if signalized, with dedicated westbound and southbound left-turn lanes (and corresponding single shared through/right-turn lanes).

**8: Lyon Avenue and Ramona Expressway.** This signalized intersection would operate at LOS E during both the AM and PM peak hours. Optimizing the cycle length would bring the intersection within City LOS standards.

**9: Lyon Avenue and Cottonwood Avenue.** This unsignalized intersection operates at LOS F during both the AM and PM peak hours. This intersection would operate within City LOS standards if signalized with dedicated eastbound and southbound left-turn lanes (which already exist). The intersection operates within City LOS standards without the addition of a westbound left-turn lane, but City analysis guidelines indicate one may be desirable given the projected left-turn traffic volumes. The addition of a westbound left-turn lane would require widening at the intersection.

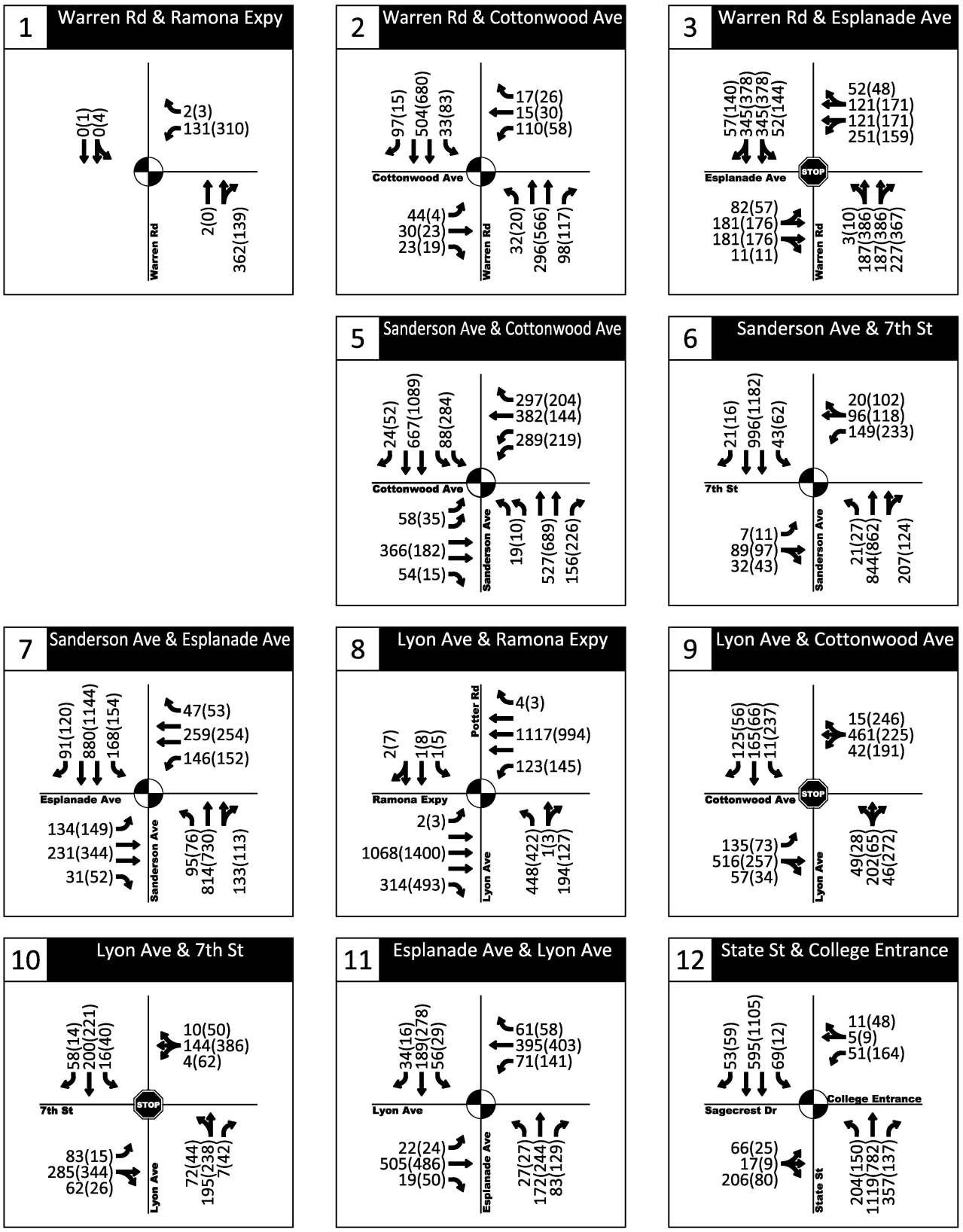
**10: Lyon Avenue and 7th Street.** This unsignalized intersection operates at LOS F during the PM peak hour. This intersection would operate within City LOS standards if signalized.

**13: State Street & Community College Drive.** This unsignalized intersection operates at LOS F during both the AM and PM peak hours. This intersection would operate within City LOS standards if signalized.

**14: State Street and Ramona Expressway.** This signalized intersection operates at LOS E in the AM peak hour and LOS F during the PM peak hour. In the AM peak hour, the intersection would operate within City LOS standards with the cycle length optimized and the eastbound right-turn and westbound right-turn phases changed to a permitted plus overlap phases (i.e., allowed to operate concurrently with non-conflicting protected left-turn phases). In the PM peak hour, the intersection would operate within City LOS standards with the southbound approach restriped to accommodate one left-turn lane, two through lanes, and a dedicated right-turn lane. This geometric change may either require some widening or reconfiguration of the approach to reallocate existing width.

**32: Cawston Avenue and Esplanade Avenue.** This unsignalized intersection operates at LOS F during the PM peak hour. This intersection would operate within City LOS standards if signalized. The intersection operates within City LOS standards without the addition of an eastbound left-turn lane, but City analysis guidelines indicate one may be desirable given the projected left-turn traffic volumes. The addition of an eastbound left-turn lane would require widening at the intersection.

**34: Lyon Avenue and Ramona Boulevard.** This unsignalized intersection operates at LOS E during the PM peak hour. This intersection would operate within City LOS standards if signalized. The intersection operates within City LOS standards without the addition of a southbound left-turn lane, but City analysis guidelines indicate one may be desirable given the projected left-turn traffic volumes. The addition of a southbound left-turn lane would require widening at the intersection.




AM(PM) - Traffic Volume

STOP - All-Way Stop

- Stop Sign

- Traffic Signal

2040 Plus Plan
Intersection Traffic Volumes and Geometries
San Jacinto, California

Figure
10

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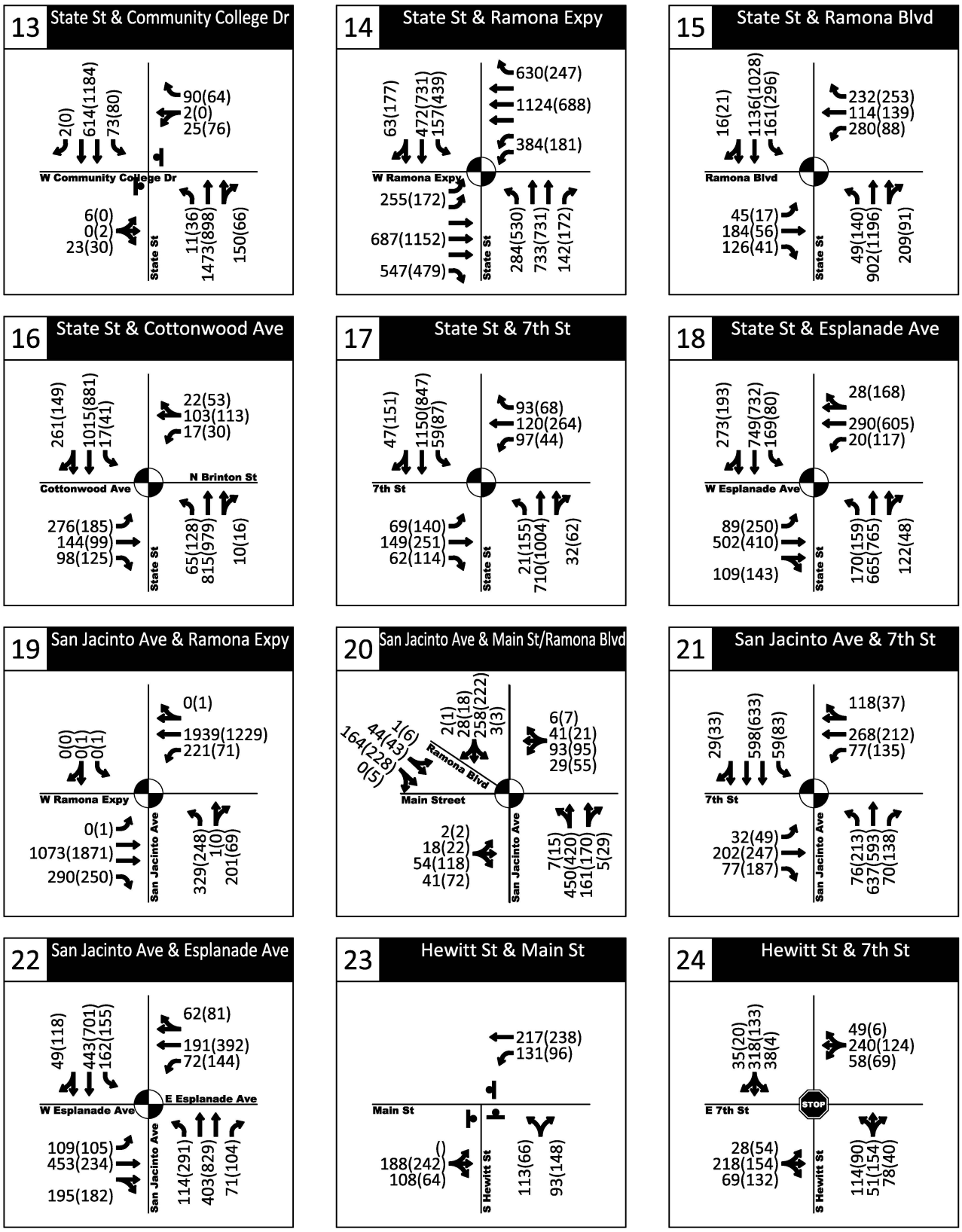


AM(PM) - Traffic Volume
STOP - All-Way Stop
- Stop Sign
- Traffic Signal

2040 Plus Plan
Intersection Traffic Volumes and Geometries
San Jacinto, California

Figure
10

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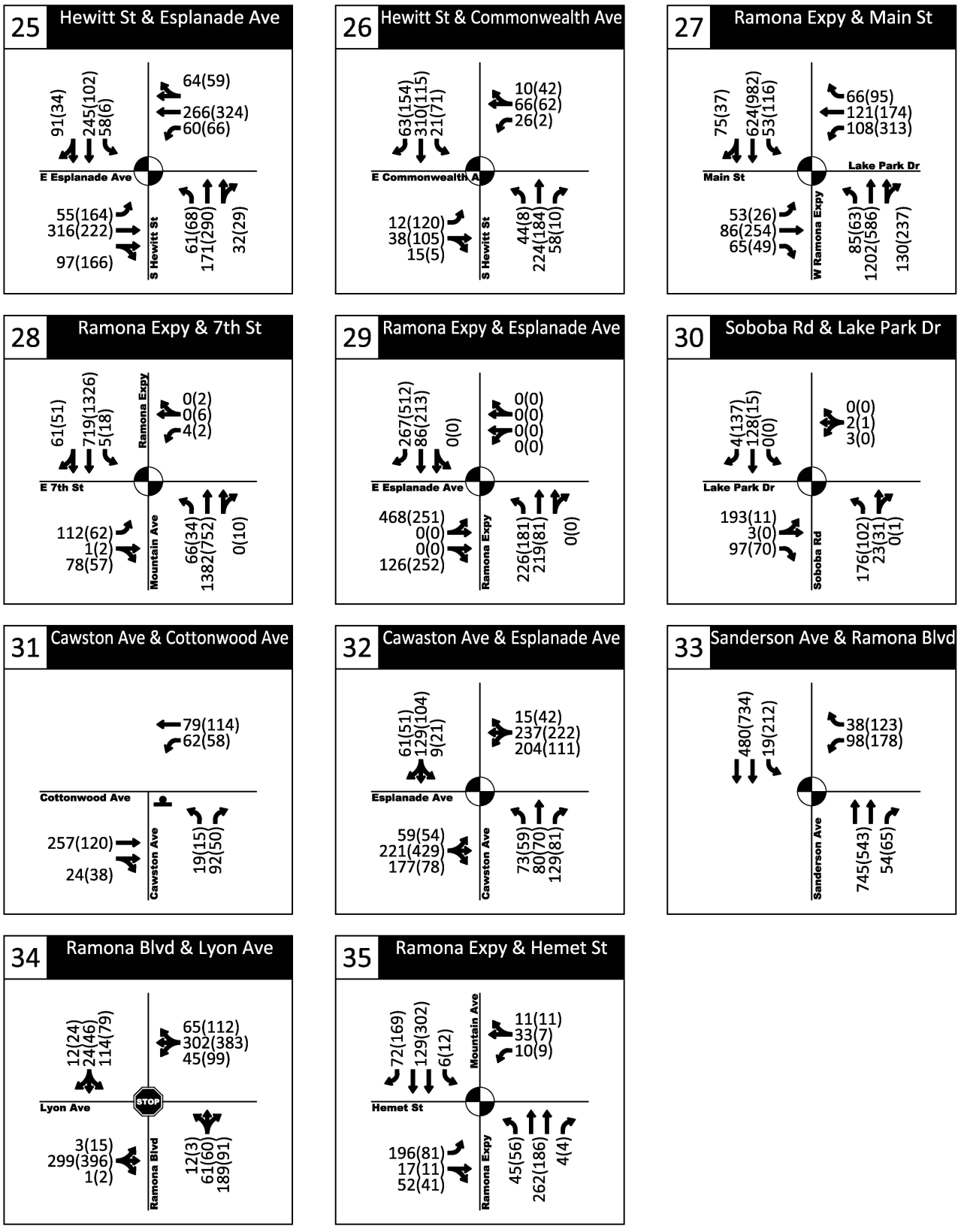


AM(PM) - Traffic Volume
STOP - All-Way Stop
- Stop Sign
- Traffic Signal

2040 Plus Plan
Intersection Traffic Volumes and Geometries
San Jacinto, California

Figure 10

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# Section 6
# Transportation Impact Analysis

# TRANSPORTATION IMPACT ANALYSIS

This transportation impact analysis assesses how the study area's transportation system would operate with the implementation of the City of San Jacinto General Plan Update. This section analyzes the expected buildout by 2040, which is expected to result in approximately 30,600 housing units, 102,200 residents, 24,014,700 non-residential square feet, and 25,700 employees.

The potential impacts were identified based on a set of significance criteria based on the California Environmental Quality Act (CEQA) guidelines. The significance criteria are presented below.

## STANDARDS OF SIGNIFICANCE

For the purposes of this transportation impact analysis, a significant transportation impact would occur if implementation of the Plan would:

1. Conflict with an applicable plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;

2. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);

3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or,

4. Result in inadequate emergency access.

### VEHICLE MILES TRAVELED ANALYSIS

Item 2 above relates to vehicle miles traveled analysis. As part of the new CEQA Guidelines updated for SB 743, the new criteria to replace LOS "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." OPR released a final advisory in December 2018, which provided guidance for implementing VMT analysis as the most appropriate metric to evaluate a project's transportation impact. In 2020, the City of San Jacinto prepared SB 743-consistent transportation analysis guidelines with VMT metrics and significant impact thresholds. Therefore, this study assesses VMT (as opposed to LOS) to be consistent with State requirements and the City's new guidelines.

This study assesses the changes in VMT per person between Cumulative (2040) No Project (current General Plan) and Cumulative (2040) Plus Plan (Proposed General Plan Update) conditions to determine if the Plan would result in an increase in VMT per service population (residents + employees) in the City. The comparative modeling results were used to estimate the following:

- Residential VMT per person (Home-based trip VMT per resident in the City); and,
- Commuter VMT per person (Work-based trip VMT per employee in the City).

## ITEM 1: CONFLICT WITH APPLICABLE PLAN, ORDINANCE, OR POLICY

### CIRCULATION SYSTEM

The Project includes adoption of a new Circulation map that redefines and consolidates the City's roadway classifications. As a result, some roadways are reclassified to better describe their intended function related to access and mobility. The reclassification of some roadways includes an updated

definition of their intent, including the provision of design elements that support safe biking and walking along with serving a mobility function. As a result, the plan does not conflict with applicable plans, polices, or ordinances related to vehicle circulation, and its impact is considered **less than significant**.

### *Proposed Policies that Address the Impact*

- M-1.1 **Balanced Circulation System:** Provide for a balanced circulation system that promotes the safe and efficient movement of people and goods throughout the City.
- M-1.2 **Access and Mobility:** Strive to maintain sufficient access and mobility for all modes of travel and users of the roadway network.

The following related proposed action also addresses this item:

- M-1a: Periodically review and assess the vehicular operating conditions along City facilities to determine what, if any, improvements are warranted to maintain a safe and efficient flow of traffic in the City. Improvements may be identified and included in the City's Capital Improvement Plan and/or required as part of project approval through the development review process.

## BICYCLE AND PEDESTRIAN CIRCULATION

The City of San Jacinto does not have an adopted bicycle or pedestrian master plan or defined measures of effectiveness for bicycle and pedestrian circulation. This evaluation considers whether the proposed plan update would have an adverse impact on the existing bicycle and pedestrian network.

As described above, proposed updated roadway classifications include descriptions of appropriate design features for people biking and walking in line with multimodal City goals. The updated mobility element includes recommended improvements from the Trails Master Plan, which if incorporated would improve bicycle and pedestrian circulation citywide. The recommended trails and bicycle facilities are proposed as part of the proposed General Plan Update and are identified in the TMP are shown in Figure 11.

Additionally, the mobility element developed as part of the plan update contains several policies that support access to and the performance bicycle and pedestrian facilities. Therefore, this plan's impact is considered **less than significant.**

### *Proposed Policies that Address the Impact*

- M-3.1 **Complete Streets**: Apply context-sensitive complete streets principles to new roadways and to transportation improvements to serve all modes of travel and users of all ages and abilities.
- M-3.2 **Multimodal Facilities**: Incorporate facilities and design features into transportation improvement projects that promote and support the use of public transit and active transportation.
- M-3.3 **Multimodal Connectivity**: Link commercial development, employment centers, public facilities, and community parks and open spaces to transit and active transportation facilities and trails, wherever feasible.
- M-4.1 **Trails Master Plan**: Implement applicable goals, policies, and projects from the Trails Master Plan to provide trails and multimodal facilities that support active transportation within and beyond the City.
- M-4.2 **Active Transportation Network**: Provide and maintain an extensive active transportation and trail network that supports bicycles, pedestrians, and equestrians and is linked to regional facilities and facilities of adjacent jurisdictions.
- M-4.3 **Trail Development**: Encourage the use of open space and utility easements for bicycle, pedestrian, and equestrian trails, where feasible.
- M-4.4 **Trail Connectivity**: Encourage Specific Plans and Planned Developments to include well-developed and designed trails that connect neighborhoods to parks, schools, jobs, and adjacent existing or planned local and/or regional trails.

- M-4.5 **Support Facilities:** Encourage new developments to provide bicycle parking, lockers, and other support facilities for bicyclists.

### PUBLIC TRANSIT SYSTEM

The City does not have defined measures of effectiveness for public transit service and circulation. The proposed plan update would be expected to increase demand for travel given the proposed development and expected increase in residents and employees. This population and job growth within the City could increase the demand for public transit but also resulting in increased levels of vehicular traffic which could slow transit operations and impact transit reliability. The mobility element developed as part of the plan update includes policies to support and enhance transit service. Therefore, the plan's impact is considered **less than significant**.

#### *Proposed Policies that Address the Impact*

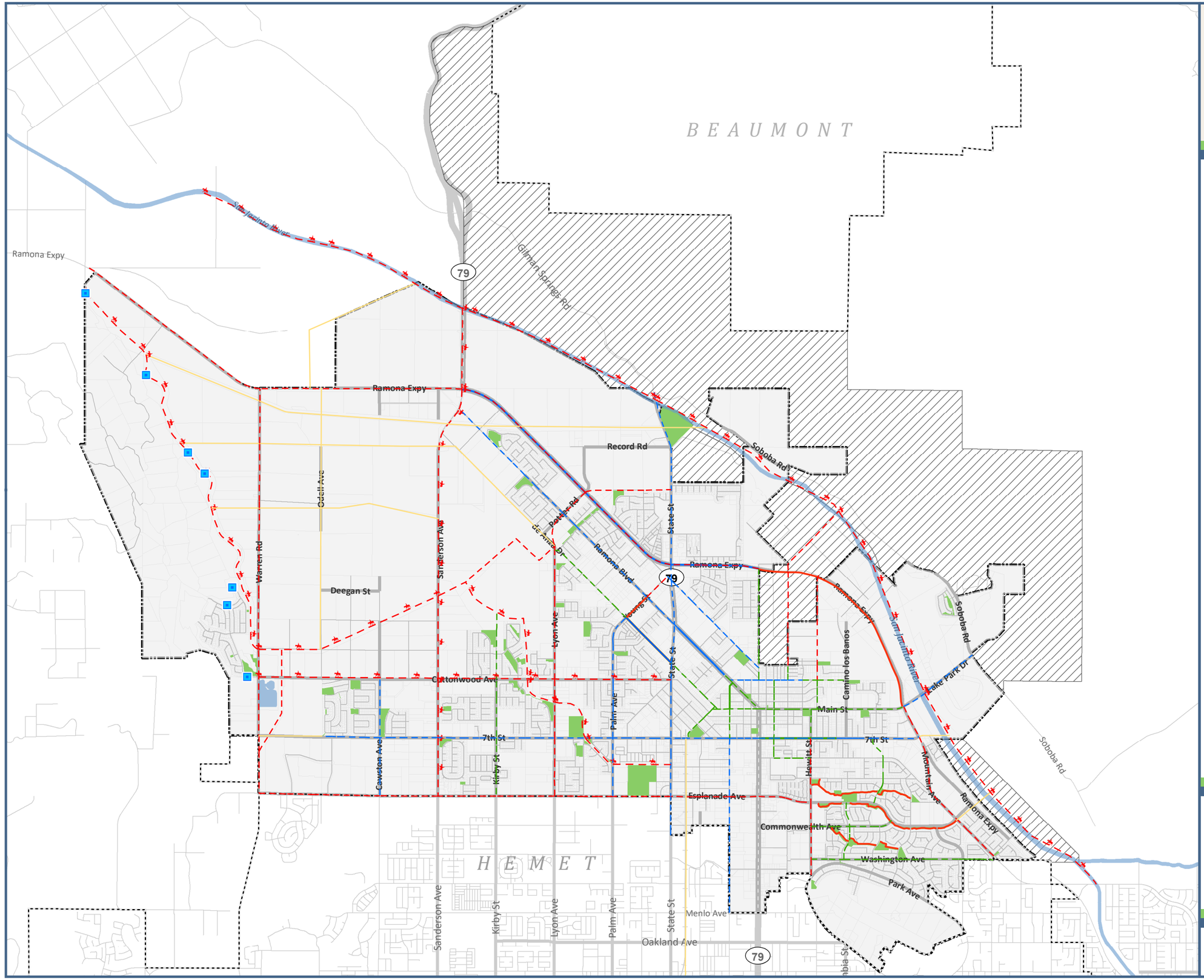
- M-2.4 **Public Transit**: Promote public transportation programs that effectively serve the City's residents and workers by connecting users to local and regional destinations, including jobs, recreation, retail, and other activity centers.
- M-3.6 **Park and Ride Facilities:** Encourage the provision of regional public transportation services and support facilities such as park and ride lots.

## ITEM 2: VEHICLE MILES TRAVELED

The residential and commuter VMT under the current General Plan and the proposed General Plan Update for the City are shown in Table 13. As shown in the table, the General Plan Update is not expected to increase VMT per person above the current General Plan/No Project conditions. In fact, home-based VMT per resident, work-based VMT per employee, and total VMT per service population are all expected to decrease under the proposed General Plan Update. Part of this reduction could be attributed to the increasingly balanced mix of residential and employment opportunities within the City with the proposed land uses. The mix of residential and employment opportunities should help to reduce the prevalence of long-distance "super-commutes" for San Jacinto residents, resulting in the reduction in VMT observed in Table 13. Since the boundaries of Traffic Analysis Zones (TAZs) from the SCAG model are not aligned with the City boundary, the residents and employees presented in Table 13 are the sum of land uses of TAZs that are completely within the City boundary and TAZs that have majority part within the City boundary. Therefore, the population and jobs numbers are slightly higher than what the proposed General Plan would include strictly within City boundaries. The only land use changes made within the model were those included in the proposed General Plan Update previously described.

CITY OF SAN JACINTO
GENERAL PLAN 2040

# Figure 11.
# TMP Proposed Trails and Bicycle Facilities




**Legend**

- Neighboring City
- Waterbodies
- City Park
- San Jacinto Sphere of Influence
- City of San Jacinto
- TMP Proposed Trailhead

**Proposed Bicycle Improvements**

- Class I: Multi-use Path
- Class IE: Multi-use & Equestrian Path
- Class II: Bike Lane/Buffered Bike Lane
- Class III: Bike Route
- Future Opportunity

**Existing Bikeways**

- Class 1: Multi-Use Path
- Class 2: Bike Lane
- Class 2B: Buffered Bike Lane
- Class 3: Bike Route

0 0.5 1
Miles

*Sources: City of San Jacinto; Riverside County.*
*Map date: January 25, 2019.*

SAN JACINTO

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

**Table 13: Cumulative (2040) VMT Comparison**

| Statistic | Current General Plan | Proposed General Plan Update | Change in VMT per Resident/Employee |
|---|---|---|---|
| ***Home-Based VMT*** | | | |
| Home-Based Trip VMT | 1,654,355 | 2,113,203 | -6.1% |
| Total Residents | 90,455 | 123,092 | |
| Home-Based VMT per Resident | 18.29 | 17.17 | |
| ***Work-Based VMT*** | | | |
| Work-Based Trip VMT | 282,128 | 320,321 | -12.6% |
| Total Employees | 22,827 | 29,670 | |
| Work-Based VMT per Employee | 12.36 | 10.80 | |
| ***Total VMT*** | | | |
| Total VMT | 3,224,883 | 3,830,656 | -11.9% |
| Total Service Population | 113,282 | 152,762 | |
| Total VMT per Service Population | 28.47 | 25.08 | |

Source: Kittelson, 2021.

As shown in Table 13, the proposed General Plan update is not expected to increase VMT per person above No Project conditions. Therefore, the VMT-related impacts of the Plan Update would be considered **less than significant**.

# ITEM 3: GEOMETRIC DESIGN AND INCOMPATIBLE USE HAZARDS

The types of uses included within the city of San Jacinto as part of the Plan are generally similar to existing and surrounding uses and thereby are compatible with the existing uses in the Plan area and in the surrounding area.

In addition, the mobility element developed as part of the General Plan update contains policies in support of roadway network safety and reducing design hazards, including:

- M-1.1 **Balanced Circulation System**. Provide for a balanced circulation system that promotes the safe and efficient movement of people and goods throughout the City.
- M-1.5 **Transportation Improvements for All Users**: Encourage roadway, sidewalk, and median improvements that enhance the visual character of the roadway system and promote pedestrian and bicycle safety.
- M-1.6 **ADA Accessibility**: Manage and improve the City's transportation network to be safe, accessible, and consistent with the Americans with Disabilities Act (ADA) to allow mobility-impaired users to safely travel within and beyond the City.
- M-1.7 **Safe Routes to Schools**: Work with the San Jacinto Unified School District and Hemet Unified School District in the City to maintain Safe Routes to School and encourage parents and children to walk or bike to schools.
- M-1.8 **Traffic Calming**: Encourage programming and design strategies to maintain safe vehicular speeds on roadways, including traffic calming measures, where applicable.
- M-3.1 **Complete Streets**: Apply context-sensitive complete streets principles to new roadways and to transportation improvements to serve all modes of travel and users of all ages and abilities.

Therefore, the impact of the Plan with respect to design and incompatible use hazards would be considered **less than significant**.

# ITEM 4: EMERGENCY ACCESS

The Plan is a programmatic level document; emergency accessibility is typically assessed at the project level. In addition, the mobility element developed as part of the General Plan update contains policies in support of emergency access along local roads, including:

- M-1.2 **Access and Mobility:** Strive to maintain sufficient access and mobility for all modes of travel and users of the roadway network.
- M-2.1 **Regional Agency Coordination**: Coordinate with regional transportation agencies, including the California Department of Transportation (Caltrans), the Riverside County Transportation Commission (RCTC), and the Riverside Transit Agency (RTA) to implement roadway improvements that promote the safe and efficient flow of traffic within and beyond the City—for example State Route 79 (SR 79) and Mid County Parkway.
- M-2.5 **Freeway Coordination**: Work with regional and State transportation agencies to minimize the impacts of regional roadways construction (e.g., SR 79) on local businesses and employment centers.

Therefore, the impact of the Plan with respect to emergency access would be considered **less than significant**.



# Section 7
# Conclusions and Recommendations

# CONCLUSIONS AND RECOMMENDATIONS

## SIGNIFICANT TRANSPORTATION IMPACTS

The California Environmental Quality Act (CEQA transportation impact analysis of the Plan found no significant impacts for the following topics:

- Conflict with Applicable Plans and Policies
- Vehicle Miles Traveled
- Design and Incompatible Use Safety Hazards
- Emergency Access

## ROADWAY IMPROVEMENT RECOMMENDATIONS

In addition to the transportation analysis conducted under CEQA requirements, roadway segment and intersection operations with Plan implementation were analyzed to address the City's goal of providing satisfactory roadway operations and traffic flow within San Jacinto. Recommended improvements on these facilities were provided to accommodate long-term buildout of vehicular traffic. It is recommended that the City continue to monitor traffic volumes on these and other roadway facilities to determine the timing and extent of any improvements as development projects are implemented in the City.

The roadway segments with recommended improvements are:

- Ramona Expressway, east of State Street
- State Street, south of Ramona Expressway

The intersections with recommended improvements are:

- Warren Road and Esplanade Avenue
- Lyon Avenue and Ramona Expressway
- Lyon Avenue and Cottonwood Avenue
- Lyon Avenue and 7th Street
- State Street & Community College Drive
- State Street and Ramona Expressway
- Cawston Avenue and Esplanade Avenue
- Lyon Avenue and Ramona Boulevard



# Appendix A
# Existing Traffic Count Data

Prepared by NDS/ATD

# VOLUME

Ramona Expy W/O Warren Rd

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 11,004 | 11,625 | 22,629 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 37 | | 23 | | 60 | | 12:00 | | | 107 | | 126 | | 233 | |
| 00:15 | | | 49 | | 16 | | 65 | | 12:15 | | | 93 | | 103 | | 196 | |
| 00:30 | | | 28 | | 28 | | 56 | | 12:30 | | | 117 | | 147 | | 264 | |
| 00:45 | | | 38 | 152 | 20 | 87 | 58 | 239 | 12:45 | | | 117 | 434 | 173 | 549 | 290 | 983 |
| 01:00 | | | 27 | | 17 | | 44 | | 13:00 | | | 107 | | 143 | | 250 | |
| 01:15 | | | 27 | | 21 | | 48 | | 13:15 | | | 126 | | 201 | | 327 | |
| 01:30 | | | 21 | | 23 | | 44 | | 13:30 | | | 160 | | 174 | | 334 | |
| 01:45 | | | 20 | 95 | 25 | 86 | 45 | 181 | 13:45 | | | 173 | 566 | 165 | 683 | 338 | 1249 |
| 02:00 | | | 27 | | 22 | | 49 | | 14:00 | | | 178 | | 157 | | 335 | |
| 02:15 | | | 16 | | 24 | | 40 | | 14:15 | | | 206 | | 144 | | 350 | |
| 02:30 | | | 10 | | 25 | | 35 | | 14:30 | | | 180 | | 152 | | 332 | |
| 02:45 | | | 25 | 78 | 29 | 100 | 54 | 178 | 14:45 | | | 233 | 797 | 166 | 619 | 399 | 1416 |
| 03:00 | | | 18 | | 31 | | 49 | | 15:00 | | | 234 | | 143 | | 377 | |
| 03:15 | | | 28 | | 62 | | 90 | | 15:15 | | | 208 | | 205 | | 413 | |
| 03:30 | | | 26 | | 80 | | 106 | | 15:30 | | | 231 | | 186 | | 417 | |
| 03:45 | | | 51 | 123 | 111 | 284 | 162 | 407 | 15:45 | | | 248 | 921 | 202 | 736 | 450 | 1657 |
| 04:00 | | | 36 | | 126 | | 162 | | 16:00 | | | 265 | | 204 | | 469 | |
| 04:15 | | | 41 | | 183 | | 224 | | 16:15 | | | 247 | | 193 | | 440 | |
| 04:30 | | | 54 | | 203 | | 257 | | 16:30 | | | 213 | | 166 | | 379 | |
| 04:45 | | | 105 | 236 | 126 | 638 | 231 | 874 | 16:45 | | | 268 | 993 | 197 | 760 | 465 | 1753 |
| 05:00 | | | 92 | | 177 | | 269 | | 17:00 | | | 299 | | 180 | | 479 | |
| 05:15 | | | 88 | | 232 | | 320 | | 17:15 | | | 234 | | 204 | | 438 | |
| 05:30 | | | 114 | | 231 | | 345 | | 17:30 | | | 190 | | 175 | | 365 | |
| 05:45 | | | 112 | 406 | 169 | 809 | 281 | 1215 | 17:45 | | | 184 | 907 | 173 | 732 | 357 | 1639 |
| 06:00 | | | 95 | | 185 | | 280 | | 18:00 | | | 168 | | 147 | | 315 | |
| 06:15 | | | 131 | | 192 | | 323 | | 18:15 | | | 199 | | 128 | | 327 | |
| 06:30 | | | 141 | | 272 | | 413 | | 18:30 | | | 181 | | 116 | | 297 | |
| 06:45 | | | 122 | 489 | 267 | 916 | 389 | 1405 | 18:45 | | | 137 | 685 | 83 | 474 | 220 | 1159 |
| 07:00 | | | 148 | | 245 | | 393 | | 19:00 | | | 130 | | 91 | | 221 | |
| 07:15 | | | 154 | | 283 | | 437 | | 19:15 | | | 137 | | 94 | | 231 | |
| 07:30 | | | 145 | | 276 | | 421 | | 19:30 | | | 123 | | 97 | | 220 | |
| 07:45 | | | 173 | 620 | 172 | 976 | 345 | 1596 | 19:45 | | | 98 | 488 | 83 | 365 | 181 | 853 |
| 08:00 | | | 148 | | 177 | | 325 | | 20:00 | | | 105 | | 76 | | 181 | |
| 08:15 | | | 149 | | 162 | | 311 | | 20:15 | | | 103 | | 76 | | 179 | |
| 08:30 | | | 126 | | 158 | | 284 | | 20:30 | | | 89 | | 66 | | 155 | |
| 08:45 | | | 117 | 540 | 136 | 633 | 253 | 1173 | 20:45 | | | 86 | 383 | 77 | 295 | 163 | 678 |
| 09:00 | | | 114 | | 128 | | 242 | | 21:00 | | | 94 | | 61 | | 155 | |
| 09:15 | | | 96 | | 111 | | 207 | | 21:15 | | | 55 | | 55 | | 110 | |
| 09:30 | | | 116 | | 102 | | 218 | | 21:30 | | | 76 | | 54 | | 130 | |
| 09:45 | | | 108 | 434 | 99 | 440 | 207 | 874 | 21:45 | | | 76 | 301 | 38 | 208 | 114 | 509 |
| 10:00 | | | 103 | | 108 | | 211 | | 22:00 | | | 54 | | 52 | | 106 | |
| 10:15 | | | 105 | | 102 | | 207 | | 22:15 | | | 73 | | 82 | | 155 | |
| 10:30 | | | 88 | | 130 | | 218 | | 22:30 | | | 49 | | 49 | | 98 | |
| 10:45 | | | 99 | 395 | 120 | 460 | 219 | 855 | 22:45 | | | 117 | 293 | 35 | 218 | 152 | 511 |
| 11:00 | | | 110 | | 109 | | 219 | | 23:00 | | | 92 | | 33 | | 125 | |
| 11:15 | | | 99 | | 116 | | 215 | | 23:15 | | | 67 | | 31 | | 98 | |
| 11:30 | | | 90 | | 111 | | 201 | | 23:30 | | | 50 | | 24 | | 74 | |
| 11:45 | | | 114 | 413 | 102 | 438 | 216 | 851 | 23:45 | | | 46 | 255 | 31 | 119 | 77 | 374 |
| **TOTALS** | | | | 3981 | | 5867 | | **9848** | **TOTALS** | | | | 7023 | | 5758 | | **12781** |
| **SPLIT %** | | | | 40.4% | | 59.6% | | **43.5%** | **SPLIT %** | | | | 54.9% | | 45.1% | | **56.5%** |

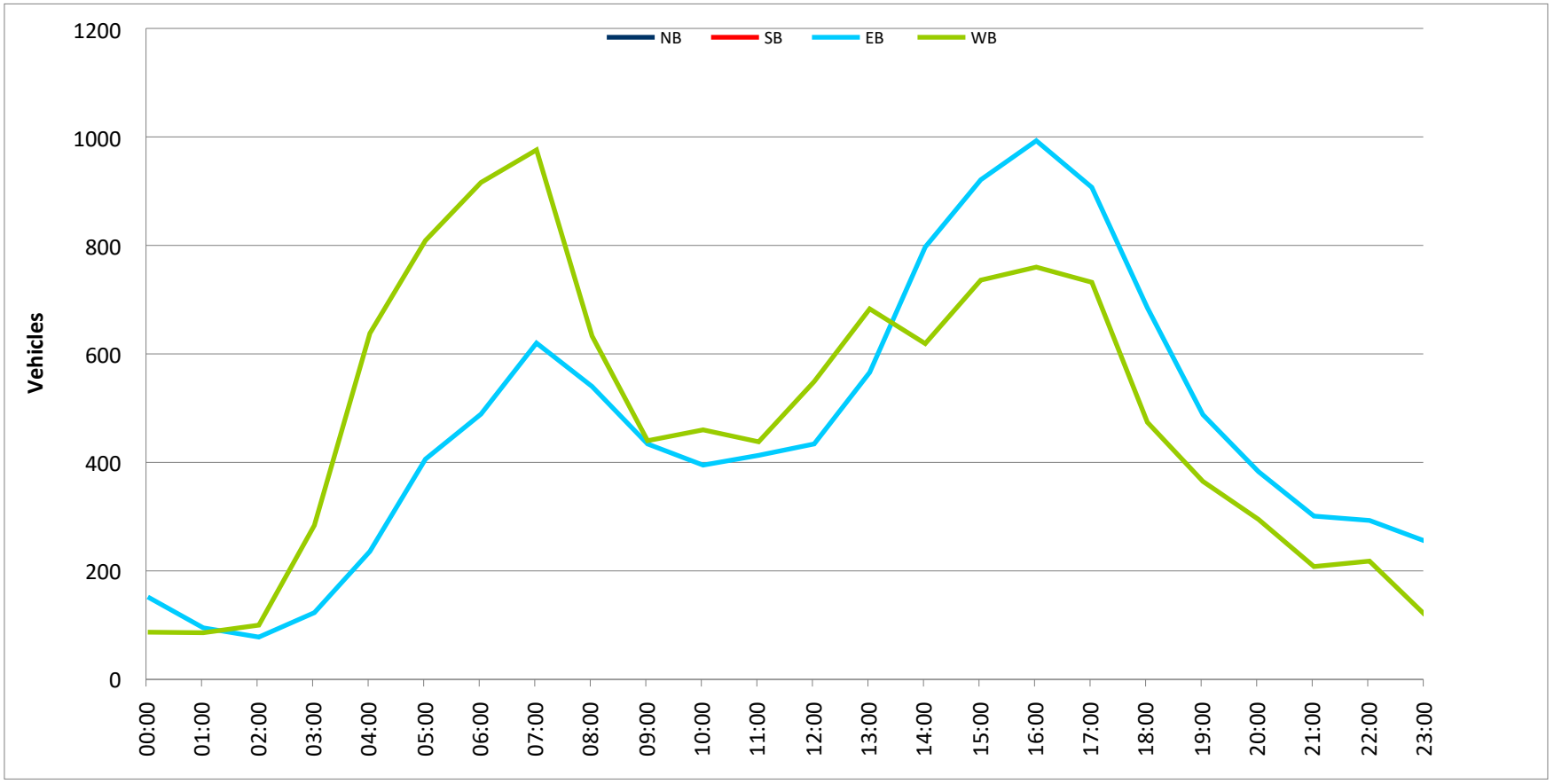
| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 11,004 | 11,625 | 22,629 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Peak Hour** | | | 07:00 | 06:45 | **06:45** | **PM Peak Hour** | | | 16:15 | 15:15 | **15:30** |
| **AM Pk Volume** | | | 620 | 1071 | **1640** | **PM Pk Volume** | | | 1027 | 797 | **1776** |
| **Pk Hr Factor** | | | 0.896 | 0.946 | **0.938** | **Pk Hr Factor** | | | 0.859 | 0.972 | **0.947** |
| **7 - 9 Volume** | 0 | 0 | 1160 | 1609 | **2769** | **4 - 6 Volume** | 0 | 0 | 1900 | 1492 | **3392** |
| **7 - 9 Peak Hour** | | | 07:00 | 07:00 | **07:00** | **4 - 6 Peak Hour** | | | 16:15 | 16:00 | **16:15** |
| **7 - 9 Pk Volume** | 0 | 0 | 620 | 976 | **1596** | **4 - 6 Pk Volume** | 0 | 0 | 1027 | 760 | **1763** |
| **Pk Hr Factor** | 0.000 | 0.000 | 0.896 | 0.862 | **0.913** | **Pk Hr Factor** | 0.000 | 0.000 | 0.859 | 0.931 | **0.920** |

Prepared by NDS/ATD

**Project #:** CA19_6064_001 **City:** San Jacinto

**Location:** Ramona Expy W/O Warren Rd **Date:** 5/7/2019



Prepared by National Data & Surveying Services

# CLASSIFICATION

Warren Rd S/O Ramona Expy

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_002n

**North Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 00:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 00:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 12 |
| 00:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:15 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| 01:45 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:00 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 02:15 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 02:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:45 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 8 |
| 03:00 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 03:15 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 03:30 | 0 | 18 | 3 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 25 |
| 03:45 | 0 | 24 | 5 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 33 |
| 04:00 | 0 | 22 | 12 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 36 |
| 04:15 | 1 | 33 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 04:30 | 0 | 37 | 9 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 52 |
| 04:45 | 0 | 31 | 17 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 05:00 | 0 | 49 | 21 | 0 | 7 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 80 |
| 05:15 | 0 | 57 | 17 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 83 |
| 05:30 | 0 | 51 | 26 | 1 | 8 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 88 |
| 05:45 | 0 | 48 | 26 | 0 | 6 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 85 |
| 06:00 | 0 | 60 | 36 | 1 | 8 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 108 |
| 06:15 | 0 | 79 | 32 | 1 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 123 |
| 06:30 | 0 | 105 | 39 | 1 | 18 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 164 |
| 06:45 | 0 | 94 | 32 | 3 | 7 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 138 |
| 07:00 | 0 | 123 | 27 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 159 |
| 07:15 | 1 | 111 | 22 | 1 | 7 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 147 |
| 07:30 | 0 | 99 | 26 | 1 | 9 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 140 |
| 07:45 | 1 | 91 | 24 | 1 | 5 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 127 |
| 08:00 | 0 | 107 | 27 | 1 | 12 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 151 |
| 08:15 | 0 | 76 | 11 | 1 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 97 |
| 08:30 | 0 | 85 | 20 | 0 | 3 | 2 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 115 |
| 08:45 | 0 | 71 | 24 | 0 | 10 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 108 |
| 09:00 | 0 | 48 | 13 | 4 | 6 | 0 | 0 | 1 | 5 | 0 | 1 | 0 | 0 | 78 |
| 09:15 | 0 | 68 | 19 | 1 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 97 |
| 09:30 | 1 | 56 | 17 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 78 |
| 09:45 | 1 | 58 | 16 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 81 |
| 10:00 | 0 | 55 | 18 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 78 |
| 10:15 | 0 | 40 | 14 | 0 | 9 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 65 |
| 10:30 | 0 | 44 | 18 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 10:45 | 1 | 59 | 14 | 1 | 8 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 85 |
| 11:00 | 1 | 42 | 7 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 55 |
| 11:15 | 0 | 44 | 19 | 1 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 72 |
| 11:30 | 0 | 39 | 10 | 1 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 57 |
| 11:45 | 0 | 35 | 23 | 1 | 8 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 73 |
| 12:00 PM | 0 | 55 | 13 | 0 | 7 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 78 |
| 12:15 | 0 | 41 | 13 | 0 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 61 |
| 12:30 | 0 | 54 | 16 | 1 | 6 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 80 |
| 12:45 | 1 | 55 | 20 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 87 |
| 13:00 | 0 | 40 | 12 | 1 | 4 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 62 |
| 13:15 | 0 | 65 | 14 | 0 | 5 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 89 |
| 13:30 | 0 | 52 | 17 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 74 |
| 13:45 | 1 | 55 | 29 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 14:00 | 1 | 51 | 17 | 2 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 77 |
| 14:15 | 0 | 49 | 21 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 76 |
| 14:30 | 1 | 76 | 20 | 1 | 6 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 107 |
| 14:45 | 0 | 57 | 23 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 92 |
| 15:00 | 0 | 59 | 20 | 0 | 10 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 92 |
| 15:15 | 0 | 54 | 25 | 0 | 6 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 89 |
| 15:30 | 0 | 78 | 21 | 0 | 6 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 108 |
| 15:45 | 0 | 70 | 25 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 101 |
| 16:00 | 0 | 62 | 28 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 98 |
| 16:15 | 0 | 63 | 19 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 16:30 | 0 | 68 | 21 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 94 |
| 16:45 | 1 | 73 | 29 | 0 | 7 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 113 |
| 17:00 | 2 | 69 | 17 | 1 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 98 |
| 17:15 | 0 | 68 | 15 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 91 |
| 17:30 | 0 | 74 | 24 | 0 | 8 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 109 |
| 17:45 | 0 | 63 | 19 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 89 |
| 18:00 | 1 | 46 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 18:15 | 0 | 61 | 17 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 83 |
| 18:30 | 0 | 39 | 15 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 59 |
| 18:45 | 0 | 38 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 19:00 | 0 | 37 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 42 |
| 19:15 | 0 | 36 | 11 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 51 |
| 19:30 | 0 | 33 | 7 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 43 |
| 19:45 | 0 | 22 | 4 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 20:00 | 3 | 22 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 32 |
| 20:15 | 0 | 21 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 20:30 | 0 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:45 | 0 | 26 | 5 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 35 |
| 21:00 | 0 | 19 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 21:15 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 21:30 | 0 | 14 | 5 | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 26 |
| 21:45 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 22:00 | 0 | 12 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 22:15 | 1 | 19 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 22:30 | 1 | 10 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| 22:45 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 23:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 11 |
| 23:15 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 23:30 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:45 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **Totals** | **21** | **4133** | **1272** | **39** | **379** | **33** | **2** | **45** | **96** | | **14** | | | **6034** |
| **% of Totals** | 0% | 68% | 21% | 1% | 6% | 1% | 0% | 1% | 2% | | 0% | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Volumes** | 8 | 2123 | 669 | 24 | 223 | 13 | 2 | 22 | 57 | 0 | 11 | 0 | 0 | 3152 |
| **% AM** | 0% | 35% | 11% | 0% | 4% | 0% | 0% | 0% | 1% | | 0% | | | 52% |
| **AM Peak Hour** | 07:00 | 06:30 | 06:00 | 06:00 | 06:00 | 11:45 | 07:00 | 05:15 | 08:15 | | 07:00 | | | 06:30 |
| **Volume** | 2 | 433 | 139 | 6 | 42 | 6 | 2 | 4 | 12 | | 6 | | | 608 |
| **PM Volumes** | 13 | 2010 | 603 | 15 | 156 | 20 | 0 | 23 | 39 | 0 | 3 | 0 | 0 | 2882 |
| **% PM** | 0% | 33% | 10% | 0% | 3% | 0% | | 0% | 1% | | 0% | | | 48% |
| **PM Peak Hour** | 13:45 | 16:45 | 15:15 | 13:45 | 14:30 | 12:00 | | 12:15 | 15:15 | | 14:00 | | | 16:45 |
| **Volume** | 3 | 284 | 99 | 5 | 32 | 7 | | 5 | 8 | | 2 | | | 411 |

| Directional Peak Periods | AM 7-9 | | NOON 12-2 | | PM 4-6 | | Off Peak Volumes | |
|---|---|---|---|---|---|---|---|---|
| **All Classes** | Volume | % | Volume | % | Volume | % | Volume | % |
| | 1044 ⟷ | 17% | 621 ⟷ | 10% | 779 ⟷ | 13% | 3590 ⟷ | 59% |

**Classification Definitions**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

Warren Rd S/O Ramona Expy

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_002s

**South Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 00:15 | 0 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 22 |
| 00:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 00:45 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 01:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 01:15 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 01:45 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 02:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:15 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:45 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 9 |
| 03:15 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:30 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:45 | 0 | 10 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 04:00 | 0 | 11 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 04:15 | 0 | 17 | 6 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 27 |
| 04:30 | 0 | 14 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 25 |
| 04:45 | 0 | 20 | 12 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 34 |
| 05:00 | 0 | 25 | 7 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 39 |
| 05:15 | 0 | 22 | 8 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 37 |
| 05:30 | 0 | 31 | 17 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 54 |
| 05:45 | 1 | 35 | 15 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 54 |
| 06:00 | 0 | 26 | 10 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 42 |
| 06:15 | 0 | 31 | 14 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 56 |
| 06:30 | 0 | 44 | 19 | 0 | 8 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 75 |
| 06:45 | 0 | 31 | 19 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 57 |
| 07:00 | 0 | 50 | 14 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 72 |
| 07:15 | 1 | 43 | 20 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 74 |
| 07:30 | 0 | 58 | 16 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 07:45 | 0 | 55 | 14 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 75 |
| 08:00 | 0 | 46 | 16 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 08:15 | 1 | 62 | 17 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 08:30 | 0 | 42 | 16 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 08:45 | 0 | 29 | 16 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 53 |
| 09:00 | 0 | 38 | 15 | 1 | 4 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 62 |
| 09:15 | 0 | 33 | 12 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 09:30 | 0 | 33 | 19 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 09:45 | 0 | 45 | 12 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 61 |
| 10:00 | 0 | 35 | 11 | 0 | 6 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 55 |
| 10:15 | 0 | 27 | 10 | 1 | 6 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 48 |
| 10:30 | 1 | 39 | 9 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 56 |
| 10:45 | 0 | 44 | 11 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 60 |
| 11:00 | 0 | 45 | 10 | 1 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 69 |
| 11:15 | 0 | 48 | 12 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 68 |
| 11:30 | 0 | 28 | 18 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 53 |
| 11:45 | 0 | 47 | 13 | 0 | 2 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 68 |
| 12:00 PM | 1 | 29 | 13 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 49 |
| 12:15 | 1 | 37 | 16 | 0 | 8 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 65 |
| 12:30 | 0 | 52 | 13 | 0 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 72 |
| 12:45 | 0 | 56 | 14 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 79 |
| 13:00 | 0 | 39 | 15 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 61 |
| 13:15 | 0 | 46 | 18 | 0 | 10 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 77 |
| 13:30 | 1 | 58 | 26 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 93 |
| 13:45 | 0 | 57 | 22 | 0 | 7 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 90 |
| 14:00 | 0 | 59 | 21 | 1 | 6 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 91 |
| 14:15 | 0 | 63 | 18 | 0 | 10 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 95 |
| 14:30 | 0 | 62 | 13 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 85 |
| 14:45 | 0 | 75 | 25 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 107 |
| 15:00 | 0 | 72 | 31 | 1 | 7 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 114 |
| 15:15 | 1 | 81 | 33 | 1 | 9 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 131 |
| 15:30 | 0 | 93 | 25 | 0 | 8 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 131 |
| 15:45 | 1 | 89 | 28 | 0 | 11 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 135 |
| 16:00 | 0 | 101 | 40 | 0 | 13 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 157 |
| 16:15 | 0 | 95 | 40 | 0 | 10 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 148 |
| 16:30 | 1 | 98 | 19 | 1 | 6 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 128 |
| 16:45 | 0 | 111 | 29 | 2 | 7 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 152 |
| 17:00 | 0 | 102 | 43 | 3 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 156 |
| 17:15 | 1 | 105 | 28 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 143 |
| 17:30 | 0 | 100 | 25 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 17:45 | 0 | 91 | 13 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 109 |
| 18:00 | 1 | 84 | 25 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 113 |
| 18:15 | 1 | 83 | 27 | 1 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 119 |
| 18:30 | 0 | 76 | 12 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 97 |
| 18:45 | 0 | 87 | 16 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 106 |
| 19:00 | 0 | 51 | 18 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 75 |
| 19:15 | 0 | 48 | 13 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 19:30 | 0 | 37 | 15 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 57 |
| 19:45 | 1 | 31 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 37 |
| 20:00 | 0 | 35 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 20:15 | 1 | 34 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 20:30 | 0 | 34 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 47 |
| 20:45 | 0 | 37 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 45 |
| 21:00 | 0 | 37 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 21:15 | 0 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 21:30 | 0 | 32 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 21:45 | 0 | 30 | 8 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 41 |
| 22:00 | 0 | 15 | 6 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 22:15 | 0 | 23 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 22:30 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 14 |
| 22:45 | 0 | 29 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 23:00 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 23:15 | 0 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 23:30 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 23:45 | 0 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| **Totals** | **15** | **3932** | **1242** | **22** | **372** | **23** | **8** | **28** | **80** | **6** | **16** | | | **5744** |
| **% of Totals** | 0% | 68% | 22% | 0% | 6% | 0% | 0% | 0% | 1% | 0% | 0% | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Volumes** | 4 | 1273 | 453 | 9 | 161 | 9 | 3 | 12 | 41 | 1 | 4 | 0 | 0 | 1969 |
| **% AM** | 0% | 22% | 8% | 0% | 3% | 0% | 0% | 0% | 1% | 0% | 0% | | | 34% |
| **AM Peak Hour** | 11:30 | 07:30 | 06:30 | 08:45 | 06:15 | 11:00 | 08:15 | 09:00 | 10:00 | 05:45 | 06:00 | | | 07:30 |
| **Volume** | 2 | 221 | 72 | 4 | 30 | 5 | 1 | 4 | 9 | 1 | 2 | | | 314 |
| **PM Volumes** | 11 | 2659 | 789 | 14 | 211 | 14 | 5 | 16 | 39 | 5 | 12 | 0 | 0 | 3775 |
| **% PM** | 0% | 46% | 14% | 0% | 4% | 0% | 0% | 0% | 1% | 0% | 0% | | | 66% |
| **PM Peak Hour** | 12:00 | 16:45 | 15:30 | 16:15 | 15:30 | 14:45 | 19:00 | 16:15 | 15:15 | 14:15 | 13:00 | | | 16:00 |
| **Volume** | 2 | 418 | 133 | 6 | 42 | 6 | 3 | 5 | 10 | 2 | 3 | | | 585 |

| Directional Peak Periods | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **All Classes** | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % |
| | 578 | | 10% | 586 | | 10% | 1121 | | 20% | 3459 | | 60% |

**Classification Definitions**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

Warren Rd S/O Ramona Expy

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_002

**Summary**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 00:15 | 0 | 21 | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 27 |
| 00:30 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 21 |
| 00:45 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 01:00 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 01:15 | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 01:30 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 18 |
| 01:45 | 0 | 12 | 4 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 02:00 | 1 | 10 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| 02:15 | 0 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 02:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:45 | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 17 |
| 03:00 | 0 | 14 | 3 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 21 |
| 03:15 | 0 | 14 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 03:30 | 0 | 25 | 5 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 35 |
| 03:45 | 0 | 34 | 11 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 51 |
| 04:00 | 0 | 33 | 16 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 53 |
| 04:15 | 1 | 50 | 14 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 72 |
| 04:30 | 0 | 51 | 19 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 77 |
| 04:45 | 0 | 51 | 29 | 2 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 91 |
| 05:00 | 0 | 74 | 28 | 0 | 12 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 119 |
| 05:15 | 0 | 79 | 25 | 0 | 13 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 120 |
| 05:30 | 0 | 82 | 43 | 1 | 13 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 142 |
| 05:45 | 1 | 83 | 41 | 0 | 8 | 1 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 139 |
| 06:00 | 0 | 86 | 46 | 1 | 11 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 150 |
| 06:15 | 0 | 110 | 46 | 1 | 18 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 179 |
| 06:30 | 0 | 149 | 58 | 1 | 26 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 239 |
| 06:45 | 0 | 125 | 51 | 3 | 13 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 195 |
| 07:00 | 0 | 173 | 41 | 0 | 14 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 231 |
| 07:15 | 2 | 154 | 42 | 1 | 13 | 1 | 0 | 1 | 6 | 0 | 1 | 0 | 0 | 221 |
| 07:30 | 0 | 157 | 42 | 1 | 16 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 221 |
| 07:45 | 1 | 146 | 38 | 1 | 10 | 1 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 202 |
| 08:00 | 0 | 153 | 43 | 1 | 20 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 221 |
| 08:15 | 1 | 138 | 28 | 2 | 14 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 185 |
| 08:30 | 0 | 127 | 36 | 0 | 9 | 3 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 180 |
| 08:45 | 0 | 100 | 40 | 1 | 13 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 161 |
| 09:00 | 0 | 86 | 28 | 5 | 10 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 0 | 140 |
| 09:15 | 0 | 101 | 31 | 1 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 147 |
| 09:30 | 1 | 89 | 36 | 2 | 9 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 140 |
| 09:45 | 1 | 103 | 28 | 0 | 6 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 142 |
| 10:00 | 0 | 90 | 29 | 0 | 8 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 133 |
| 10:15 | 0 | 67 | 24 | 1 | 15 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 113 |
| 10:30 | 1 | 83 | 27 | 0 | 10 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 126 |
| 10:45 | 1 | 103 | 25 | 1 | 11 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 145 |
| 11:00 | 1 | 87 | 17 | 1 | 13 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 124 |
| 11:15 | 0 | 92 | 31 | 1 | 11 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 140 |
| 11:30 | 0 | 67 | 28 | 1 | 11 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 110 |
| 11:45 | 0 | 82 | 36 | 1 | 10 | 4 | 1 | 1 | 6 | 0 | 0 | 0 | 0 | 141 |
| 12:00 PM | 1 | 84 | 26 | 0 | 11 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 127 |
| 12:15 | 1 | 78 | 29 | 0 | 12 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 126 |
| 12:30 | 0 | 106 | 29 | 1 | 8 | 2 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 152 |
| 12:45 | 1 | 111 | 34 | 0 | 14 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 166 |
| 13:00 | 0 | 79 | 27 | 2 | 7 | 2 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 123 |
| 13:15 | 0 | 111 | 32 | 0 | 15 | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 166 |
| 13:30 | 1 | 110 | 43 | 0 | 9 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 167 |
| 13:45 | 1 | 112 | 51 | 2 | 9 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 180 |
| 14:00 | 1 | 110 | 38 | 3 | 9 | 1 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 168 |
| 14:15 | 0 | 112 | 39 | 0 | 15 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 171 |
| 14:30 | 1 | 138 | 33 | 1 | 15 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 192 |
| 14:45 | 0 | 132 | 48 | 0 | 15 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 199 |
| 15:00 | 0 | 131 | 51 | 1 | 17 | 1 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 206 |
| 15:15 | 1 | 135 | 58 | 1 | 15 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 220 |
| 15:30 | 0 | 171 | 46 | 0 | 14 | 1 | 0 | 2 | 3 | 0 | 2 | 0 | 0 | 239 |
| 15:45 | 1 | 159 | 53 | 1 | 14 | 1 | 0 | 1 | 5 | 0 | 1 | 0 | 0 | 236 |
| 16:00 | 0 | 163 | 68 | 0 | 17 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 255 |
| 16:15 | 0 | 158 | 59 | 0 | 15 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 235 |
| 16:30 | 1 | 166 | 40 | 2 | 9 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 222 |
| 16:45 | 1 | 184 | 58 | 2 | 14 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 265 |
| 17:00 | 2 | 171 | 60 | 4 | 13 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 254 |
| 17:15 | 1 | 173 | 43 | 0 | 14 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 234 |
| 17:30 | 0 | 174 | 49 | 0 | 11 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 237 |
| 17:45 | 0 | 154 | 32 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 198 |
| 18:00 | 2 | 130 | 38 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 175 |
| 18:15 | 1 | 144 | 44 | 1 | 9 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 202 |
| 18:30 | 0 | 115 | 27 | 1 | 10 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 156 |
| 18:45 | 0 | 125 | 24 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 152 |
| 19:00 | 0 | 88 | 20 | 1 | 5 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 117 |
| 19:15 | 0 | 84 | 24 | 1 | 3 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 116 |
| 19:30 | 0 | 70 | 22 | 1 | 3 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 100 |
| 19:45 | 1 | 53 | 5 | 0 | 5 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 68 |
| 20:00 | 3 | 57 | 16 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 79 |
| 20:15 | 1 | 55 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 20:30 | 0 | 54 | 12 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 71 |
| 20:45 | 0 | 63 | 11 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 80 |
| 21:00 | 0 | 56 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 21:15 | 0 | 29 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 21:30 | 0 | 46 | 13 | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 66 |
| 21:45 | 0 | 44 | 9 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 56 |
| 22:00 | 0 | 27 | 9 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 22:15 | 1 | 42 | 7 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 53 |
| 22:30 | 1 | 21 | 4 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 30 |
| 22:45 | 0 | 43 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 54 |
| 23:00 | 0 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 31 |
| 23:15 | 0 | 32 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 23:30 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 24 |
| 23:45 | 0 | 22 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| **Totals** | **36** | **8065** | **2514** | **61** | **751** | **56** | **10** | **73** | **176** | **6** | **30** | | | **11778** |
| **% of Totals** | 0% | 68% | 21% | 1% | 6% | 0% | 0% | 1% | 1% | 0% | 0% | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Volumes** | 12 | 3396 | 1122 | 32 | 384 | 22 | 5 | 34 | 98 | 1 | 15 | 0 | 0 | 5121 |
| **% AM** | 0% | 29% | 10% | 0% | 3% | 0% | 0% | 0% | 1% | 0% | 0% | | | 43% |
| **AM Peak Hour** | 07:00 | 07:00 | 06:00 | 08:45 | 06:15 | 11:45 | 07:00 | 09:00 | 08:15 | 05:45 | 06:45 | | | 06:30 |
| **Volume** | 3 | 630 | 201 | 9 | 71 | 11 | 2 | 7 | 16 | 1 | 6 | | | 886 |
| **PM Volumes** | 24 | 4669 | 1392 | 29 | 367 | 34 | 5 | 39 | 78 | 5 | 15 | 0 | 0 | 6657 |
| **% PM** | 0% | 40% | 12% | 0% | 3% | 0% | 0% | 0% | 1% | 0% | 0% | | | 57% |
| **PM Peak Hour** | 16:30 | 16:45 | 15:30 | 16:15 | 14:15 | 12:00 | 19:00 | 14:00 | 15:15 | 14:15 | 13:45 | | | 16:45 |
| **Volume** | 5 | 702 | 226 | 8 | 62 | 10 | 3 | 7 | 18 | 2 | 4 | | | 990 |

| Directional Peak Periods | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **All Classes** | Volume | | % | Volume | | % | Volume | | % | Volume | | % |
| | 1622 | ⟷ | 14% | 1207 | ⟷ | 10% | 1900 | ⟷ | 16% | 7049 | ⟷ | 60% |

**Classification Definitions**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

## Warren Rd S/O Ramona Expy

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_002n

**North Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 22 |
| 01:00 | 0 | 18 | 3 | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 27 |
| 02:00 | 1 | 11 | 6 | 1 | 3 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 27 |
| 03:00 | 0 | 61 | 14 | 0 | 6 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 84 |
| 04:00 | 1 | 123 | 46 | 2 | 15 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 190 |
| 05:00 | 0 | 205 | 90 | 1 | 29 | 1 | 0 | 3 | 6 | 0 | 1 | 0 | 0 | 336 |
| 06:00 | 0 | 338 | 139 | 6 | 42 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 533 |
| 07:00 | 2 | 424 | 99 | 3 | 28 | 3 | 2 | 3 | 3 | 0 | 6 | 0 | 0 | 573 |
| 08:00 | 0 | 339 | 82 | 2 | 32 | 3 | 0 | 2 | 9 | 0 | 2 | 0 | 0 | 471 |
| 09:00 | 2 | 230 | 65 | 5 | 19 | 0 | 0 | 3 | 9 | 0 | 1 | 0 | 0 | 334 |
| 10:00 | 1 | 198 | 64 | 1 | 25 | 2 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 298 |
| 11:00 | 1 | 160 | 59 | 3 | 21 | 3 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 257 |
| 12:00 PM | 1 | 205 | 62 | 1 | 24 | 7 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 306 |
| 13:00 | 1 | 212 | 72 | 3 | 14 | 5 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 315 |
| 14:00 | 2 | 233 | 81 | 3 | 24 | 0 | 0 | 4 | 3 | 0 | 2 | 0 | 0 | 352 |
| 15:00 | 0 | 261 | 91 | 1 | 25 | 3 | 0 | 2 | 6 | 0 | 1 | 0 | 0 | 390 |
| 16:00 | 1 | 266 | 97 | 1 | 19 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 392 |
| 17:00 | 2 | 274 | 75 | 1 | 28 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 387 |
| 18:00 | 1 | 184 | 53 | 1 | 7 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 250 |
| 19:00 | 0 | 128 | 24 | 3 | 4 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 167 |
| 20:00 | 3 | 89 | 16 | 0 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 116 |
| 21:00 | 0 | 62 | 13 | 1 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 83 |
| 22:00 | 2 | 55 | 12 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 74 |
| 23:00 | 0 | 41 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 50 |
| **Totals** | **21** | **4133** | **1272** | **39** | **379** | **33** | **2** | **45** | **96** | | **14** | | | **6034** |
| **% of Totals** | 0% | 68% | 21% | 1% | 6% | 1% | 0% | 1% | 2% | | 0% | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Volumes** | 8 | 2123 | 669 | 24 | 223 | 13 | 2 | 22 | 57 | 0 | 11 | 0 | 0 | 3152 |
| **% AM** | 0% | 35% | 11% | 0% | 4% | 0% | 0% | 0% | 1% | | 0% | | | 52% |
| **AM Peak Hour** | 07:00 | 07:00 | 06:00 | 06:00 | 06:00 | 07:00 | 07:00 | 05:00 | 08:00 | | 07:00 | | | 07:00 |
| **Volume** | 2 | 424 | 139 | 6 | 42 | 3 | 2 | 3 | 9 | | 6 | | | 573 |
| **PM Volumes** | 13 | 2010 | 603 | 15 | 156 | 20 | 0 | 23 | 39 | 0 | 3 | 0 | 0 | 2882 |
| **% PM** | 0% | 33% | 10% | 0% | 3% | 0% | | 0% | 1% | | 0% | | | 48% |
| **PM Peak Hour** | 20:00 | 17:00 | 16:00 | 13:00 | 17:00 | 12:00 | | 13:00 | 16:00 | | 14:00 | | | 16:00 |
| **Volume** | 3 | 274 | 97 | 3 | 28 | 7 | | 4 | 7 | | 2 | | | 392 |

| **Directional Peak Periods** | **AM 7-9** | | | **NOON 12-2** | | | **PM 4-6** | | | **Off Peak Volumes** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **All Classes** | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % |
| | 1044 | | 17% | 621 | | 10% | 779 | | 13% | 3590 | | 59% |

**Classification Definitions**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

## Warren Rd S/O Ramona Expy

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_002s

**South Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 41 | 8 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 52 |
| 01:00 | 0 | 28 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 37 |
| 02:00 | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 03:00 | 0 | 26 | 12 | 1 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 45 |
| 04:00 | 0 | 62 | 32 | 0 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 103 |
| 05:00 | 1 | 113 | 47 | 0 | 17 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 184 |
| 06:00 | 0 | 132 | 62 | 0 | 26 | 2 | 0 | 0 | 5 | 1 | 2 | 0 | 0 | 230 |
| 07:00 | 1 | 206 | 64 | 0 | 25 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 302 |
| 08:00 | 1 | 179 | 65 | 2 | 24 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 276 |
| 09:00 | 0 | 149 | 58 | 3 | 19 | 0 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 235 |
| 10:00 | 1 | 145 | 41 | 1 | 19 | 1 | 1 | 1 | 9 | 0 | 0 | 0 | 0 | 219 |
| 11:00 | 0 | 168 | 53 | 1 | 24 | 5 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 258 |
| 12:00 PM | 2 | 174 | 56 | 0 | 21 | 3 | 0 | 0 | 7 | 1 | 1 | 0 | 0 | 265 |
| 13:00 | 1 | 200 | 81 | 1 | 26 | 2 | 0 | 2 | 5 | 0 | 3 | 0 | 0 | 321 |
| 14:00 | 0 | 259 | 77 | 1 | 30 | 2 | 0 | 3 | 3 | 1 | 2 | 0 | 0 | 378 |
| 15:00 | 2 | 335 | 117 | 2 | 35 | 6 | 0 | 2 | 8 | 1 | 3 | 0 | 0 | 511 |
| 16:00 | 1 | 405 | 128 | 3 | 36 | 0 | 1 | 3 | 7 | 1 | 0 | 0 | 0 | 585 |
| 17:00 | 1 | 398 | 109 | 3 | 20 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 536 |
| 18:00 | 2 | 330 | 80 | 1 | 17 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 435 |
| 19:00 | 1 | 167 | 47 | 0 | 12 | 1 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 234 |
| 20:00 | 1 | 140 | 37 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 186 |
| 21:00 | 0 | 113 | 34 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 152 |
| 22:00 | 0 | 78 | 18 | 1 | 4 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 104 |
| 23:00 | 0 | 60 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 68 |
| Totals | 15 | 3932 | 1242 | 22 | 372 | 23 | 8 | 28 | 80 | 6 | 16 | | | 5744 |
| % of Totals | 0% | 68% | 22% | 0% | 6% | 0% | 0% | 0% | 1% | 0% | 0% | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Volumes | 4 | 1273 | 453 | 8 | 161 | 9 | 3 | 12 | 41 | 1 | 4 | 0 | 0 | 1969 |
| % AM | 0% | 22% | 8% | 0% | 3% | 0% | 0% | 0% | 1% | 0% | 0% | | | 34% |
| AM Peak Hour | 05:00 | 07:00 | 08:00 | 09:00 | 06:00 | 11:00 | 09:00 | 09:00 | 10:00 | 06:00 | 06:00 | | | 07:00 |
| Volume | 1 | 206 | 65 | 3 | 26 | 5 | 1 | 4 | 9 | 1 | 2 | | | 302 |
| PM Volumes | 11 | 2659 | 789 | 14 | 211 | 14 | 5 | 16 | 39 | 5 | 12 | 0 | 0 | 3775 |
| % PM | 0% | 46% | 14% | 0% | 4% | 0% | 0% | 0% | 1% | 0% | 0% | | | 66% |
| PM Peak Hour | 12:00 | 16:00 | 16:00 | 16:00 | 16:00 | 15:00 | 19:00 | 14:00 | 15:00 | 12:00 | 13:00 | | | 16:00 |
| Volume | 2 | 405 | 128 | 3 | 36 | 6 | 3 | 3 | 8 | 1 | 3 | | | 585 |

| Directional Peak Periods All Classes | AM 7-9 Volume | | % | NOON 12-2 Volume | | % | PM 4-6 Volume | | % | Off Peak Volumes Volume | | % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 578 | ⟷ | 10% | 586 | ⟷ | 10% | 1121 | ⟷ | 20% | 3459 | ⟷ | 60% |

**Classification Definitions**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

## Warren Rd S/O Ramona Expy

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_002

**Summary**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 57 | 10 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 74 |
| 01:00 | 0 | 46 | 10 | 0 | 4 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 64 |
| 02:00 | 1 | 35 | 10 | 1 | 3 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 55 |
| 03:00 | 0 | 87 | 26 | 1 | 8 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 129 |
| 04:00 | 1 | 185 | 78 | 2 | 17 | 0 | 0 | 2 | 7 | 0 | 1 | 0 | 0 | 293 |
| 05:00 | 1 | 318 | 137 | 1 | 46 | 1 | 0 | 5 | 9 | 0 | 2 | 0 | 0 | 520 |
| 06:00 | 0 | 470 | 201 | 6 | 68 | 3 | 0 | 3 | 9 | 1 | 2 | 0 | 0 | 763 |
| 07:00 | 3 | 630 | 163 | 3 | 53 | 3 | 2 | 3 | 9 | 0 | 6 | 0 | 0 | 875 |
| 08:00 | 1 | 518 | 147 | 4 | 56 | 4 | 0 | 2 | 13 | 0 | 2 | 0 | 0 | 747 |
| 09:00 | 2 | 379 | 123 | 8 | 38 | 0 | 1 | 7 | 9 | 0 | 2 | 0 | 0 | 569 |
| 10:00 | 2 | 343 | 105 | 2 | 44 | 3 | 1 | 3 | 14 | 0 | 0 | 0 | 0 | 517 |
| 11:00 | 1 | 328 | 112 | 4 | 45 | 8 | 1 | 4 | 12 | 0 | 0 | 0 | 0 | 515 |
| 12:00 PM | 3 | 379 | 118 | 1 | 45 | 10 | 0 | 3 | 10 | 1 | 1 | 0 | 0 | 571 |
| 13:00 | 2 | 412 | 153 | 4 | 40 | 7 | 0 | 6 | 9 | 0 | 3 | 0 | 0 | 636 |
| 14:00 | 2 | 492 | 158 | 4 | 54 | 2 | 0 | 7 | 6 | 1 | 4 | 0 | 0 | 730 |
| 15:00 | 2 | 596 | 208 | 3 | 60 | 9 | 0 | 4 | 14 | 1 | 4 | 0 | 0 | 901 |
| 16:00 | 2 | 671 | 225 | 4 | 55 | 0 | 1 | 4 | 14 | 1 | 0 | 0 | 0 | 977 |
| 17:00 | 3 | 672 | 184 | 4 | 48 | 2 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 923 |
| 18:00 | 3 | 514 | 133 | 2 | 24 | 0 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 685 |
| 19:00 | 1 | 295 | 71 | 3 | 16 | 2 | 3 | 3 | 6 | 0 | 1 | 0 | 0 | 401 |
| 20:00 | 4 | 229 | 53 | 0 | 11 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 302 |
| 21:00 | 0 | 175 | 47 | 1 | 8 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 235 |
| 22:00 | 2 | 133 | 30 | 1 | 6 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 178 |
| 23:00 | 0 | 101 | 12 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 118 |
| Totals | 36 | 8065 | 2514 | 61 | 751 | 56 | 10 | 73 | 176 | 6 | 30 | | | 11778 |
| % of Totals | 0% | 68% | 21% | 1% | 6% | 0% | 0% | 1% | 1% | 0% | 0% | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Volumes | 12 | 3396 | 1122 | 32 | 384 | 22 | 5 | 34 | 98 | 1 | 15 | 0 | 0 | 5121 |
| % AM | 0% | 29% | 10% | 0% | 3% | 0% | 0% | 0% | 1% | 0% | 0% | | | 43% |
| AM Peak Hour | 07:00 | 07:00 | 06:00 | 09:00 | 06:00 | 11:00 | 07:00 | 09:00 | 10:00 | 06:00 | 07:00 | | | 07:00 |
| Volume | 3 | 630 | 201 | 8 | 68 | 8 | 2 | 7 | 14 | 1 | 6 | | | 875 |
| PM Volumes | 24 | 4669 | 1392 | 29 | 367 | 34 | 5 | 39 | 78 | 5 | 15 | 0 | 0 | 6657 |
| % PM | 0% | 40% | 12% | 0% | 3% | 0% | 0% | 0% | 1% | 0% | 0% | | | 57% |
| PM Peak Hour | 20:00 | 17:00 | 16:00 | 13:00 | 15:00 | 12:00 | 19:00 | 14:00 | 15:00 | 12:00 | 14:00 | | | 16:00 |
| Volume | 4 | 672 | 225 | 4 | 60 | 10 | 3 | 7 | 14 | 1 | 4 | | | 977 |

| Directional Peak Periods All Classes | AM 7-9 Volume | | % | NOON 12-2 Volume | | % | PM 4-6 Volume | | % | Off Peak Volumes Volume | | % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1622 | ⟷ | 14% | 1207 | ⟷ | 10% | 1900 | ⟷ | 16% | 7049 | ⟷ | 60% |

**Classification Definitions**

| | | | | |
|---|---|---|---|---|
| **1** Motorcycles | **4** Buses | **7** > =4-Axle Single Units | **10** >=6-Axle Single Trailers | **13** >=7-Axle Multi-Trailers |
| **2** Passenger Cars | **5** 2-Axle, 6-Tire Single Units | **8** <=4-Axle Single Trailers | **11** <=5-Axle Multi-Trailers | |
| **3** 2-Axle, 4-Tire Single Units | **6** 3-Axle Single Units | **9** 5-Axle Single Trailers | **12** 6-Axle Multi-Trailers | |

Prepared by NDS/ATD

| DAILY TOTALS | NB | SB | EB | WB | Tot |
|---|---|---|---|---|---|
| | 6,034 | 5,744 | 0 | 0 | 11,7 |

| AM Period | NB | | SB | | EB | WB | TOTAL | | PM Period | NB | | SB | | EB | WB | TOT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 2 | | 13 | | 0 | 0 | 15 | | 12:00 | 78 | | 49 | | 0 | 0 | 127 |
| 00:15 | 5 | | 22 | | 0 | 0 | 27 | | 12:15 | 61 | | 65 | | 0 | 0 | 126 |
| 00:30 | 12 | | 9 | | 0 | 0 | 21 | | 12:30 | 80 | | 72 | | 0 | 0 | 152 |
| 00:45 | 3 | 22 | 8 | 52 | 0 | 0 | 11 | 74 | 12:45 | 87 | 306 | 79 | 265 | 0 | 0 | 166 |
| 01:00 | 6 | | 11 | | 0 | 0 | 17 | | 13:00 | 62 | | 61 | | 0 | 0 | 123 |
| 01:15 | 6 | | 4 | | 0 | 0 | 10 | | 13:15 | 89 | | 77 | | 0 | 0 | 166 |
| 01:30 | 9 | | 9 | | 0 | 0 | 18 | | 13:30 | 74 | | 93 | | 0 | 0 | 167 |
| 01:45 | 6 | 27 | 13 | 37 | 0 | 0 | 19 | 64 | 13:45 | 90 | 315 | 90 | 321 | 0 | 0 | 180 |
| 02:00 | 7 | | 8 | | 0 | 0 | 15 | | 14:00 | 77 | | 91 | | 0 | 0 | 168 |
| 02:15 | 5 | | 8 | | 0 | 0 | 13 | | 14:15 | 76 | | 95 | | 0 | 0 | 171 |
| 02:30 | 7 | | 3 | | 0 | 0 | 10 | | 14:30 | 107 | | 85 | | 0 | 0 | 192 |
| 02:45 | 8 | 27 | 9 | 28 | 0 | 0 | 17 | 55 | 14:45 | 92 | 352 | 107 | 378 | 0 | 0 | 199 |
| 03:00 | 12 | | 9 | | 0 | 0 | 21 | | 15:00 | 92 | | 114 | | 0 | 0 | 206 |
| 03:15 | 14 | | 8 | | 0 | 0 | 22 | | 15:15 | 89 | | 131 | | 0 | 0 | 220 |
| 03:30 | 25 | | 10 | | 0 | 0 | 35 | | 15:30 | 108 | | 131 | | 0 | 0 | 239 |
| 03:45 | 33 | 84 | 18 | 45 | 0 | 0 | 51 | 129 | 15:45 | 101 | 390 | 135 | 511 | 0 | 0 | 236 |
| 04:00 | 36 | | 17 | | 0 | 0 | 53 | | 16:00 | 98 | | 157 | | 0 | 0 | 255 |
| 04:15 | 45 | | 27 | | 0 | 0 | 72 | | 16:15 | 87 | | 148 | | 0 | 0 | 235 |
| 04:30 | 52 | | 25 | | 0 | 0 | 77 | | 16:30 | 94 | | 128 | | 0 | 0 | 222 |
| 04:45 | 57 | 190 | 34 | 103 | 0 | 0 | 91 | 293 | 16:45 | 113 | 392 | 152 | 585 | 0 | 0 | 265 |
| 05:00 | 80 | | 39 | | 0 | 0 | 119 | | 17:00 | 98 | | 156 | | 0 | 0 | 254 |
| 05:15 | 83 | | 37 | | 0 | 0 | 120 | | 17:15 | 91 | | 143 | | 0 | 0 | 234 |
| 05:30 | 88 | | 54 | | 0 | 0 | 142 | | 17:30 | 109 | | 128 | | 0 | 0 | 237 |
| 05:45 | 85 | 336 | 54 | 184 | 0 | 0 | 139 | 520 | 17:45 | 89 | 387 | 109 | 536 | 0 | 0 | 198 |
| 06:00 | 108 | | 42 | | 0 | 0 | 150 | | 18:00 | 62 | | 113 | | 0 | 0 | 175 |
| 06:15 | 123 | | 56 | | 0 | 0 | 179 | | 18:15 | 83 | | 119 | | 0 | 0 | 202 |
| 06:30 | 164 | | 75 | | 0 | 0 | 239 | | 18:30 | 59 | | 97 | | 0 | 0 | 156 |
| 06:45 | 138 | 533 | 57 | 230 | 0 | 0 | 195 | 763 | 18:45 | 46 | 250 | 106 | 435 | 0 | 0 | 152 |
| 07:00 | 159 | | 72 | | 0 | 0 | 231 | | 19:00 | 42 | | 75 | | 0 | 0 | 117 |
| 07:15 | 147 | | 74 | | 0 | 0 | 221 | | 19:15 | 51 | | 65 | | 0 | 0 | 116 |
| 07:30 | 140 | | 81 | | 0 | 0 | 221 | | 19:30 | 43 | | 57 | | 0 | 0 | 100 |
| 07:45 | 127 | 573 | 75 | 302 | 0 | 0 | 202 | 875 | 19:45 | 31 | 167 | 37 | 234 | 0 | 0 | 68 |
| 08:00 | 151 | | 70 | | 0 | 0 | 221 | | 20:00 | 32 | | 47 | | 0 | 0 | 79 |
| 08:15 | 97 | | 88 | | 0 | 0 | 185 | | 20:15 | 25 | | 47 | | 0 | 0 | 72 |
| 08:30 | 115 | | 65 | | 0 | 0 | 180 | | 20:30 | 24 | | 47 | | 0 | 0 | 71 |
| 08:45 | 108 | 471 | 53 | 276 | 0 | 0 | 161 | 747 | 20:45 | 35 | 116 | 45 | 186 | 0 | 0 | 80 |
| 09:00 | 78 | | 62 | | 0 | 0 | 140 | | 21:00 | 24 | | 51 | | 0 | 0 | 75 |
| 09:15 | 97 | | 50 | | 0 | 0 | 147 | | 21:15 | 18 | | 20 | | 0 | 0 | 38 |
| 09:30 | 78 | | 62 | | 0 | 0 | 140 | | 21:30 | 26 | | 40 | | 0 | 0 | 66 |
| 09:45 | 81 | 334 | 61 | 235 | 0 | 0 | 142 | 569 | 21:45 | 15 | 83 | 41 | 152 | 0 | 0 | 56 |
| 10:00 | 78 | | 55 | | 0 | 0 | 133 | | 22:00 | 16 | | 25 | | 0 | 0 | 41 |
| 10:15 | 65 | | 48 | | 0 | 0 | 113 | | 22:15 | 24 | | 29 | | 0 | 0 | 53 |
| 10:30 | 70 | | 56 | | 0 | 0 | 126 | | 22:30 | 16 | | 14 | | 0 | 0 | 30 |
| 10:45 | 85 | 298 | 60 | 219 | 0 | 0 | 145 | 517 | 22:45 | 18 | 74 | 36 | 104 | 0 | 0 | 54 |
| 11:00 | 55 | | 69 | | 0 | 0 | 124 | | 23:00 | 11 | | 20 | | 0 | 0 | 31 |
| 11:15 | 72 | | 68 | | 0 | 0 | 140 | | 23:15 | 16 | | 20 | | 0 | 0 | 36 |
| 11:30 | 57 | | 53 | | 0 | 0 | 110 | | 23:30 | 14 | | 10 | | 0 | 0 | 24 |
| 11:45 | 73 | 257 | 68 | 258 | 0 | 0 | 141 | 515 | 23:45 | 9 | 50 | 18 | 68 | 0 | 0 | 27 |
| TOTALS | | 3152 | | 1969 | | | | 5121 | TOTALS | | 2882 | | 3775 | | | |
| SPLIT % | | 61.6% | | 38.4% | | | | 43.5% | SPLIT % | | 43.3% | | 56.7% | | | |

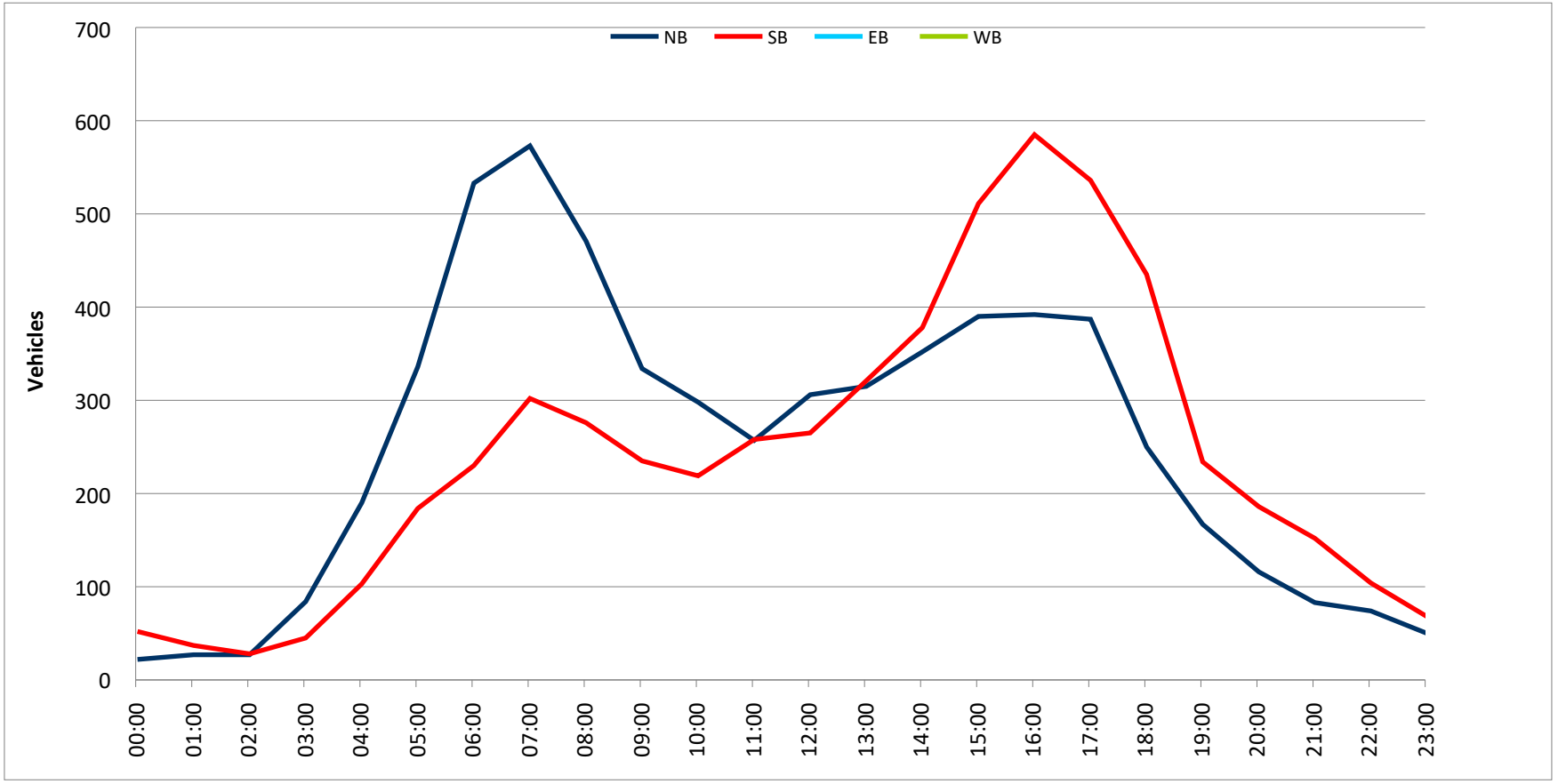

| DAILY TOTALS | NB | SB | EB | WB | Tot |
|---|---|---|---|---|---|
| | 6,034 | 5,744 | 0 | 0 | 11,7 |


| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 06:30 | 07:30 | | | | 06:30 | PM Peak Hour | 16:45 | 16:00 | | | | |
| AM Pk Volume | 608 | 314 | | | | 886 | PM Pk Volume | 411 | 585 | | | | |
| Pk Hr Factor | 0.927 | 0.892 | | | | 0.927 | Pk Hr Factor | 0.909 | 0.932 | | | | |
| 7 - 9 Volume | 1044 | 578 | 0 | 0 | | 1622 | 4 - 6 Volume | 779 | 1121 | 0 | 0 | | |
| 7 - 9 Peak Hour | 07:00 | 07:30 | | | | 07:00 | 4 - 6 Peak Hour | 16:45 | 16:00 | | | | |
| 7 - 9 Pk Volume | 573 | 314 | 0 | 0 | | 875 | 4 - 6 Pk Volume | 411 | 585 | 0 | 0 | | |
| Pk Hr Factor | 0.901 | 0.892 | 0.000 | 0.000 | | 0.947 | Pk Hr Factor | 0.909 | 0.932 | 0.000 | 0.000 | | |

Prepared by NDS/ATD

**Project #:** CA19_6064_002 **City:** San Jacinto

**Location:** Warren Rd S/O Ramona Expy **Date:** 5/7/2019



Prepared by NDS/ATD

# VOLUME

Warren Rd S/O Esplanade Ave

**Day:** Tuesday
**Date:** 5/7/2019

**City:** Hemet
**Project #:** CA19_6064_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 7,100 | 6,791 | 0 | 0 | 13,891 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 14 | | 12 | | | | | | 26 | |
| 00:15 | 15 | | 14 | | | | | | 29 | |
| 00:30 | 9 | | 8 | | | | | | 17 | |
| 00:45 | 13 | 51 | 10 | 44 | | | | | 23 | 95 |
| 01:00 | 9 | | 8 | | | | | | 17 | |
| 01:15 | 9 | | 4 | | | | | | 13 | |
| 01:30 | 7 | | 8 | | | | | | 15 | |
| 01:45 | 7 | 32 | 8 | 28 | | | | | 15 | 60 |
| 02:00 | 6 | | 10 | | | | | | 16 | |
| 02:15 | 5 | | 9 | | | | | | 14 | |
| 02:30 | 6 | | 11 | | | | | | 17 | |
| 02:45 | 8 | 25 | 5 | 35 | | | | | 13 | 60 |
| 03:00 | 5 | | 14 | | | | | | 19 | |
| 03:15 | 9 | | 25 | | | | | | 34 | |
| 03:30 | 7 | | 20 | | | | | | 27 | |
| 03:45 | 19 | 40 | 39 | 98 | | | | | 58 | 138 |
| 04:00 | 23 | | 34 | | | | | | 57 | |
| 04:15 | 24 | | 70 | | | | | | 94 | |
| 04:30 | 31 | | 65 | | | | | | 96 | |
| 04:45 | 45 | 123 | 49 | 218 | | | | | 94 | 341 |
| 05:00 | 54 | | 57 | | | | | | 111 | |
| 05:15 | 68 | | 73 | | | | | | 141 | |
| 05:30 | 65 | | 106 | | | | | | 171 | |
| 05:45 | 76 | 263 | 97 | 333 | | | | | 173 | 596 |
| 06:00 | 88 | | 119 | | | | | | 207 | |
| 06:15 | 117 | | 112 | | | | | | 229 | |
| 06:30 | 124 | | 105 | | | | | | 229 | |
| 06:45 | 130 | 459 | 125 | 461 | | | | | 255 | 920 |
| 07:00 | 141 | | 104 | | | | | | 245 | |
| 07:15 | 138 | | 141 | | | | | | 279 | |
| 07:30 | 156 | | 111 | | | | | | 267 | |
| 07:45 | 127 | 562 | 102 | 458 | | | | | 229 | 1020 |
| 08:00 | 102 | | 124 | | | | | | 226 | |
| 08:15 | 117 | | 136 | | | | | | 253 | |
| 08:30 | 101 | | 115 | | | | | | 216 | |
| 08:45 | 100 | 420 | 104 | 479 | | | | | 204 | 899 |
| 09:00 | 72 | | 74 | | | | | | 146 | |
| 09:15 | 104 | | 97 | | | | | | 201 | |
| 09:30 | 89 | | 81 | | | | | | 170 | |
| 09:45 | 94 | 359 | 86 | 338 | | | | | 180 | 697 |
| 10:00 | 77 | | 76 | | | | | | 153 | |
| 10:15 | 78 | | 82 | | | | | | 160 | |
| 10:30 | 82 | | 85 | | | | | | 167 | |
| 10:45 | 78 | 315 | 74 | 317 | | | | | 152 | 632 |
| 11:00 | 79 | | 78 | | | | | | 157 | |
| 11:15 | 75 | | 84 | | | | | | 159 | |
| 11:30 | 87 | | 88 | | | | | | 175 | |
| 11:45 | 90 | 331 | 73 | 323 | | | | | 163 | 654 |
| **TOTALS** | | 2980 | | 3132 | | | | | | **6112** |
| **SPLIT %** | | 48.8% | | 51.2% | | | | | | **44.0%** |

| PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | 84 | | 87 | | | | | | 171 | |
| 12:15 | 76 | | 87 | | | | | | 163 | |
| 12:30 | 94 | | 95 | | | | | | 189 | |
| 12:45 | 100 | 354 | 93 | 362 | | | | | 193 | 716 |
| 13:00 | 85 | | 85 | | | | | | 170 | |
| 13:15 | 87 | | 80 | | | | | | 167 | |
| 13:30 | 95 | | 95 | | | | | | 190 | |
| 13:45 | 112 | 379 | 113 | 373 | | | | | 225 | 752 |
| 14:00 | 111 | | 89 | | | | | | 200 | |
| 14:15 | 104 | | 109 | | | | | | 213 | |
| 14:30 | 120 | | 100 | | | | | | 220 | |
| 14:45 | 137 | 472 | 87 | 385 | | | | | 224 | 857 |
| 15:00 | 110 | | 101 | | | | | | 211 | |
| 15:15 | 132 | | 107 | | | | | | 239 | |
| 15:30 | 136 | | 126 | | | | | | 262 | |
| 15:45 | 146 | 524 | 111 | 445 | | | | | 257 | 969 |
| 16:00 | 137 | | 101 | | | | | | 238 | |
| 16:15 | 135 | | 119 | | | | | | 254 | |
| 16:30 | 131 | | 126 | | | | | | 257 | |
| 16:45 | 140 | 543 | 131 | 477 | | | | | 271 | 1020 |
| 17:00 | 151 | | 123 | | | | | | 274 | |
| 17:15 | 133 | | 114 | | | | | | 247 | |
| 17:30 | 143 | | 123 | | | | | | 266 | |
| 17:45 | 144 | 571 | 100 | 460 | | | | | 244 | 1031 |
| 18:00 | 117 | | 107 | | | | | | 224 | |
| 18:15 | 106 | | 117 | | | | | | 223 | |
| 18:30 | 99 | | 88 | | | | | | 187 | |
| 18:45 | 85 | 407 | 100 | 412 | | | | | 185 | 819 |
| 19:00 | 82 | | 76 | | | | | | 158 | |
| 19:15 | 89 | | 69 | | | | | | 158 | |
| 19:30 | 70 | | 45 | | | | | | 115 | |
| 19:45 | 72 | 313 | 43 | 233 | | | | | 115 | 546 |
| 20:00 | 51 | | 46 | | | | | | 97 | |
| 20:15 | 57 | | 48 | | | | | | 105 | |
| 20:30 | 52 | | 45 | | | | | | 97 | |
| 20:45 | 54 | 214 | 48 | 187 | | | | | 102 | 401 |
| 21:00 | 39 | | 45 | | | | | | 84 | |
| 21:15 | 49 | | 43 | | | | | | 92 | |
| 21:30 | 44 | | 37 | | | | | | 81 | |
| 21:45 | 27 | 159 | 32 | 157 | | | | | 59 | 316 |
| 22:00 | 26 | | 32 | | | | | | 58 | |
| 22:15 | 23 | | 25 | | | | | | 48 | |
| 22:30 | 24 | | 25 | | | | | | 49 | |
| 22:45 | 34 | 107 | 30 | 112 | | | | | 64 | 219 |
| 23:00 | 23 | | 20 | | | | | | 43 | |
| 23:15 | 19 | | 12 | | | | | | 31 | |
| 23:30 | 22 | | 14 | | | | | | 36 | |
| 23:45 | 13 | 77 | 10 | 56 | | | | | 23 | 133 |
| **TOTALS** | | 4120 | | 3659 | | | | | | **7779** |
| **SPLIT %** | | 53.0% | | 47.0% | | | | | | **56.0%** |

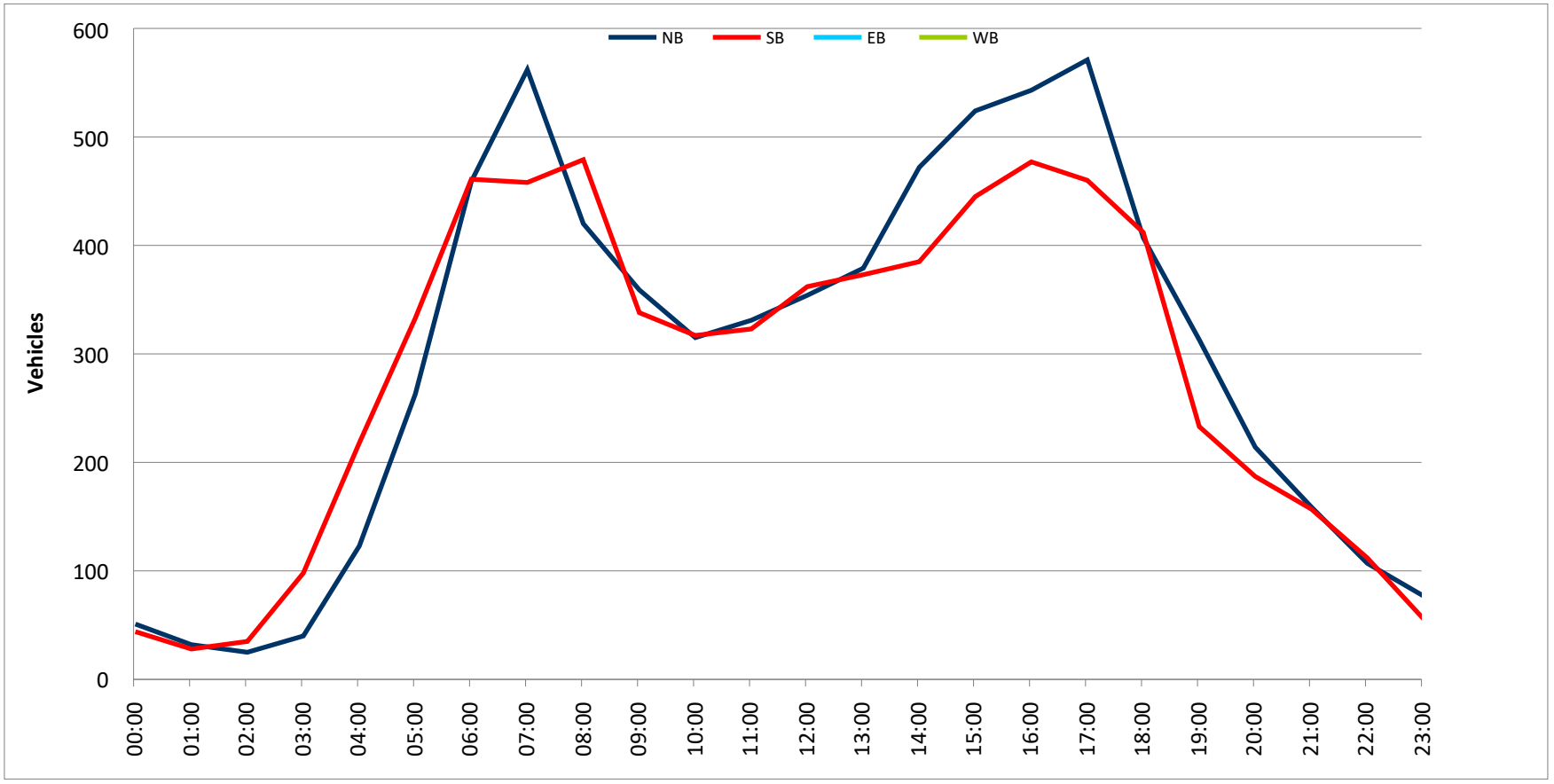
| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 7,100 | 6,791 | 0 | 0 | 13,891 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **AM Peak Hour** | 06:45 | 06:45 | | | **06:45** | **PM Peak Hour** | 17:00 | 16:15 | | | **16:45** |
| **AM Pk Volume** | 565 | 481 | | | **1046** | **PM Pk Volume** | 571 | 499 | | | **1058** |
| **Pk Hr Factor** | 0.905 | 0.853 | | | **0.937** | **Pk Hr Factor** | 0.945 | 0.952 | | | **0.965** |
| **7 - 9 Volume** | 982 | 937 | 0 | 0 | **1919** | **4 - 6 Volume** | 1114 | 937 | 0 | 0 | **2051** |
| **7 - 9 Peak Hour** | 07:00 | 08:00 | | | **07:00** | **4 - 6 Peak Hour** | 17:00 | 16:15 | | | **16:45** |
| **7 - 9 Pk Volume** | 562 | 479 | 0 | 0 | **1020** | **4 - 6 Pk Volume** | 571 | 499 | 0 | 0 | **1058** |
| **Pk Hr Factor** | 0.901 | 0.881 | 0.000 | 0.000 | **0.914** | **Pk Hr Factor** | 0.945 | 0.952 | 0.000 | 0.000 | **0.965** |

Prepared by NDS/ATD

**Project #:** CA19_6064_003 **City:** Hemet

**Location:** Warren Rd S/O Esplanade Ave **Date:** 5/7/2019



Prepared by NDS/ATD

# VOLUME

Ramona Expy W/O Sanderson Ave

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_004

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 11,335 | 12,820 | 24,155 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 30 | | 26 | | 56 | | 12:00 | | | 130 | | 137 | | 267 | |
| 00:15 | | | 40 | | 32 | | 72 | | 12:15 | | | 102 | | 125 | | 227 | |
| 00:30 | | | 24 | | 23 | | 47 | | 12:30 | | | 117 | | 154 | | 271 | |
| 00:45 | | | 30 | 124 | 33 | 114 | 63 | 238 | 12:45 | | | 118 | 467 | 144 | 560 | 262 | 1027 |
| 01:00 | | | 28 | | 23 | | 51 | | 13:00 | | | 113 | | 181 | | 294 | |
| 01:15 | | | 22 | | 21 | | 43 | | 13:15 | | | 113 | | 190 | | 303 | |
| 01:30 | | | 21 | | 19 | | 40 | | 13:30 | | | 171 | | 177 | | 348 | |
| 01:45 | | | 24 | 95 | 31 | 94 | 55 | 189 | 13:45 | | | 160 | 557 | 174 | 722 | 334 | 1279 |
| 02:00 | | | 28 | | 34 | | 62 | | 14:00 | | | 176 | | 174 | | 350 | |
| 02:15 | | | 14 | | 22 | | 36 | | 14:15 | | | 187 | | 167 | | 354 | |
| 02:30 | | | 10 | | 32 | | 42 | | 14:30 | | | 198 | | 208 | | 406 | |
| 02:45 | | | 17 | 69 | 39 | 127 | 56 | 196 | 14:45 | | | 224 | 785 | 192 | 741 | 416 | 1526 |
| 03:00 | | | 23 | | 44 | | 67 | | 15:00 | | | 210 | | 190 | | 400 | |
| 03:15 | | | 25 | | 70 | | 95 | | 15:15 | | | 199 | | 206 | | 405 | |
| 03:30 | | | 31 | | 71 | | 102 | | 15:30 | | | 209 | | 243 | | 452 | |
| 03:45 | | | 39 | 118 | 84 | 269 | 123 | 387 | 15:45 | | | 238 | 856 | 242 | 881 | 480 | 1737 |
| 04:00 | | | 32 | | 124 | | 156 | | 16:00 | | | 253 | | 235 | | 488 | |
| 04:15 | | | 39 | | 161 | | 200 | | 16:15 | | | 233 | | 253 | | 486 | |
| 04:30 | | | 60 | | 157 | | 217 | | 16:30 | | | 201 | | 242 | | 443 | |
| 04:45 | | | 114 | 245 | 122 | 564 | 236 | 809 | 16:45 | | | 257 | 944 | 218 | 948 | 475 | 1892 |
| 05:00 | | | 100 | | 153 | | 253 | | 17:00 | | | 268 | | 262 | | 530 | |
| 05:15 | | | 109 | | 208 | | 317 | | 17:15 | | | 217 | | 233 | | 450 | |
| 05:30 | | | 129 | | 218 | | 347 | | 17:30 | | | 184 | | 196 | | 380 | |
| 05:45 | | | 128 | 466 | 172 | 751 | 300 | 1217 | 17:45 | | | 182 | 851 | 261 | 952 | 443 | 1803 |
| 06:00 | | | 136 | | 196 | | 332 | | 18:00 | | | 160 | | 220 | | 380 | |
| 06:15 | | | 161 | | 173 | | 334 | | 18:15 | | | 180 | | 196 | | 376 | |
| 06:30 | | | 183 | | 236 | | 419 | | 18:30 | | | 163 | | 206 | | 369 | |
| 06:45 | | | 182 | 662 | 248 | 853 | 430 | 1515 | 18:45 | | | 132 | 635 | 129 | 751 | 261 | 1386 |
| 07:00 | | | 184 | | 239 | | 423 | | 19:00 | | | 120 | | 123 | | 243 | |
| 07:15 | | | 198 | | 215 | | 413 | | 19:15 | | | 112 | | 136 | | 248 | |
| 07:30 | | | 188 | | 230 | | 418 | | 19:30 | | | 122 | | 99 | | 221 | |
| 07:45 | | | 203 | 773 | 161 | 845 | 364 | 1618 | 19:45 | | | 96 | 450 | 104 | 462 | 200 | 912 |
| 08:00 | | | 225 | | 176 | | 401 | | 20:00 | | | 92 | | 106 | | 198 | |
| 08:15 | | | 175 | | 185 | | 360 | | 20:15 | | | 80 | | 91 | | 171 | |
| 08:30 | | | 165 | | 157 | | 322 | | 20:30 | | | 86 | | 99 | | 185 | |
| 08:45 | | | 148 | 713 | 118 | 636 | 266 | 1349 | 20:45 | | | 77 | 335 | 59 | 355 | 136 | 690 |
| 09:00 | | | 144 | | 130 | | 274 | | 21:00 | | | 74 | | 81 | | 155 | |
| 09:15 | | | 135 | | 127 | | 262 | | 21:15 | | | 60 | | 60 | | 120 | |
| 09:30 | | | 129 | | 136 | | 265 | | 21:30 | | | 66 | | 65 | | 131 | |
| 09:45 | | | 129 | 537 | 125 | 518 | 254 | 1055 | 21:45 | | | 58 | 258 | 68 | 274 | 126 | 532 |
| 10:00 | | | 129 | | 122 | | 251 | | 22:00 | | | 48 | | 58 | | 106 | |
| 10:15 | | | 131 | | 144 | | 275 | | 22:15 | | | 66 | | 59 | | 125 | |
| 10:30 | | | 102 | | 128 | | 230 | | 22:30 | | | 40 | | 59 | | 99 | |
| 10:45 | | | 106 | 468 | 126 | 520 | 232 | 988 | 22:45 | | | 101 | 255 | 46 | 222 | 147 | 477 |
| 11:00 | | | 109 | | 128 | | 237 | | 23:00 | | | 87 | | 34 | | 121 | |
| 11:15 | | | 102 | | 136 | | 238 | | 23:15 | | | 59 | | 38 | | 97 | |
| 11:30 | | | 92 | | 129 | | 221 | | 23:30 | | | 50 | | 31 | | 81 | |
| 11:45 | | | 132 | 435 | 136 | 529 | 268 | 964 | 23:45 | | | 41 | 237 | 29 | 132 | 70 | 369 |
| **TOTALS** | | | | 4705 | | 5820 | | **10525** | **TOTALS** | | | | 6630 | | 7000 | | **13630** |
| **SPLIT %** | | | | 44.7% | | 55.3% | | **43.6%** | **SPLIT %** | | | | 48.6% | | 51.4% | | **56.4%** |

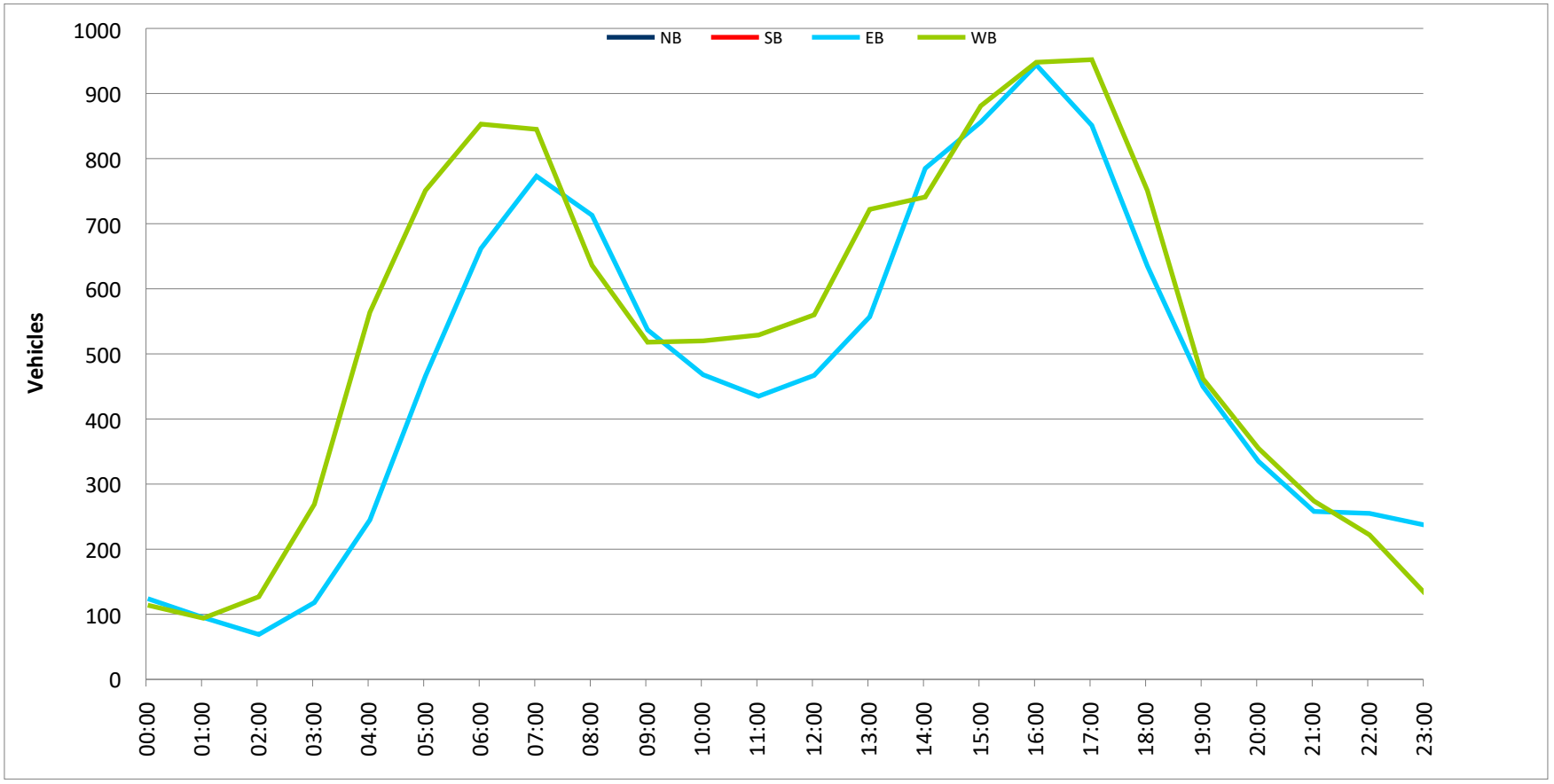
| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 11,335 | 12,820 | 24,155 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Peak Hour** | | | 07:15 | 06:30 | **06:30** | **PM Peak Hour** | | | 16:15 | 16:15 | **16:15** |
| **AM Pk Volume** | | | 814 | 938 | **1685** | **PM Pk Volume** | | | 959 | 975 | **1934** |
| **Pk Hr Factor** | | | 0.904 | 0.946 | **0.980** | **Pk Hr Factor** | | | 0.895 | 0.930 | **0.912** |
| **7 - 9 Volume** | 0 | 0 | 1486 | 1481 | **2967** | **4 - 6 Volume** | 0 | 0 | 1795 | 1900 | **3695** |
| **7 - 9 Peak Hour** | | | 07:15 | 07:00 | **07:00** | **4 - 6 Peak Hour** | | | 16:15 | 16:15 | **16:15** |
| **7 - 9 Pk Volume** | 0 | 0 | 814 | 845 | **1618** | **4 - 6 Pk Volume** | 0 | 0 | 959 | 975 | **1934** |
| **Pk Hr Factor** | 0.000 | 0.000 | 0.904 | 0.884 | **0.956** | **Pk Hr Factor** | 0.000 | 0.000 | 0.895 | 0.930 | **0.912** |

Prepared by NDS/ATD

**Project #:** CA19_6064_004 **City:** San Jacinto

**Location:** Ramona Expy W/O Sanderson Ave **Date:** 5/7/2019



Prepared by NDS/ATD

# VOLUME

Sanderson Ave N/O Ramona Expy

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 23,676 | 25,969 | 0 | 0 | 49,645 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 31 | | 93 | | | | | | 124 | |
| 00:15 | 48 | | 96 | | | | | | 144 | |
| 00:30 | 53 | | 71 | | | | | | 124 | |
| 00:45 | 37 | 169 | 75 | 335 | | | | | 112 | 504 |
| 01:00 | 35 | | 62 | | | | | | 97 | |
| 01:15 | 40 | | 60 | | | | | | 100 | |
| 01:30 | 32 | | 54 | | | | | | 86 | |
| 01:45 | 37 | 144 | 51 | 227 | | | | | 88 | 371 |
| 02:00 | 51 | | 47 | | | | | | 98 | |
| 02:15 | 47 | | 57 | | | | | | 104 | |
| 02:30 | 73 | | 51 | | | | | | 124 | |
| 02:45 | 67 | 238 | 53 | 208 | | | | | 120 | 446 |
| 03:00 | 100 | | 41 | | | | | | 141 | |
| 03:15 | 112 | | 44 | | | | | | 156 | |
| 03:30 | 112 | | 37 | | | | | | 149 | |
| 03:45 | 150 | 474 | 47 | 169 | | | | | 197 | 643 |
| 04:00 | 202 | | 72 | | | | | | 274 | |
| 04:15 | 251 | | 72 | | | | | | 323 | |
| 04:30 | 279 | | 77 | | | | | | 356 | |
| 04:45 | 305 | 1037 | 75 | 296 | | | | | 380 | 1333 |
| 05:00 | 350 | | 103 | | | | | | 453 | |
| 05:15 | 427 | | 149 | | | | | | 576 | |
| 05:30 | 443 | | 159 | | | | | | 602 | |
| 05:45 | 484 | 1704 | 189 | 600 | | | | | 673 | 2304 |
| 06:00 | 515 | | 245 | | | | | | 760 | |
| 06:15 | 597 | | 199 | | | | | | 796 | |
| 06:30 | 552 | | 312 | | | | | | 864 | |
| 06:45 | 581 | 2245 | 337 | 1093 | | | | | 918 | 3338 |
| 07:00 | 537 | | 330 | | | | | | 867 | |
| 07:15 | 474 | | 342 | | | | | | 816 | |
| 07:30 | 479 | | 341 | | | | | | 820 | |
| 07:45 | 470 | 1960 | 347 | 1360 | | | | | 817 | 3320 |
| 08:00 | 412 | | 328 | | | | | | 740 | |
| 08:15 | 432 | | 333 | | | | | | 765 | |
| 08:30 | 442 | | 355 | | | | | | 797 | |
| 08:45 | 374 | 1660 | 272 | 1288 | | | | | 646 | 2948 |
| 09:00 | 382 | | 247 | | | | | | 629 | |
| 09:15 | 349 | | 248 | | | | | | 597 | |
| 09:30 | 315 | | 284 | | | | | | 599 | |
| 09:45 | 304 | 1350 | 291 | 1070 | | | | | 595 | 2420 |
| 10:00 | 287 | | 238 | | | | | | 525 | |
| 10:15 | 280 | | 282 | | | | | | 562 | |
| 10:30 | 308 | | 279 | | | | | | 587 | |
| 10:45 | 270 | 1145 | 290 | 1089 | | | | | 560 | 2234 |
| 11:00 | 286 | | 289 | | | | | | 575 | |
| 11:15 | 255 | | 281 | | | | | | 536 | |
| 11:30 | 264 | | 261 | | | | | | 525 | |
| 11:45 | 282 | 1087 | 306 | 1137 | | | | | 588 | 2224 |
| TOTALS | | 13213 | | 8872 | | | | | | 22085 |
| SPLIT % | | 59.8% | | 40.2% | | | | | | 44.5% |

| PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | 305 | | 307 | | | | | | 612 | |
| 12:15 | 267 | | 277 | | | | | | 544 | |
| 12:30 | 280 | | 337 | | | | | | 617 | |
| 12:45 | 260 | 1112 | 288 | 1209 | | | | | 548 | 2321 |
| 13:00 | 289 | | 329 | | | | | | 618 | |
| 13:15 | 268 | | 304 | | | | | | 572 | |
| 13:30 | 284 | | 329 | | | | | | 613 | |
| 13:45 | 276 | 1117 | 390 | 1352 | | | | | 666 | 2469 |
| 14:00 | 311 | | 376 | | | | | | 687 | |
| 14:15 | 308 | | 448 | | | | | | 756 | |
| 14:30 | 357 | | 494 | | | | | | 851 | |
| 14:45 | 324 | 1300 | 443 | 1761 | | | | | 767 | 3061 |
| 15:00 | 331 | | 505 | | | | | | 836 | |
| 15:15 | 329 | | 511 | | | | | | 840 | |
| 15:30 | 328 | | 558 | | | | | | 886 | |
| 15:45 | 358 | 1346 | 595 | 2169 | | | | | 953 | 3515 |
| 16:00 | 339 | | 554 | | | | | | 893 | |
| 16:15 | 331 | | 560 | | | | | | 891 | |
| 16:30 | 324 | | 624 | | | | | | 948 | |
| 16:45 | 342 | 1336 | 615 | 2353 | | | | | 957 | 3689 |
| 17:00 | 327 | | 550 | | | | | | 877 | |
| 17:15 | 358 | | 592 | | | | | | 950 | |
| 17:30 | 300 | | 501 | | | | | | 801 | |
| 17:45 | 270 | 1255 | 528 | 2171 | | | | | 798 | 3426 |
| 18:00 | 215 | | 410 | | | | | | 625 | |
| 18:15 | 240 | | 425 | | | | | | 665 | |
| 18:30 | 199 | | 411 | | | | | | 610 | |
| 18:45 | 166 | 820 | 401 | 1647 | | | | | 567 | 2467 |
| 19:00 | 160 | | 478 | | | | | | 638 | |
| 19:15 | 140 | | 421 | | | | | | 561 | |
| 19:30 | 157 | | 275 | | | | | | 432 | |
| 19:45 | 148 | 605 | 275 | 1449 | | | | | 423 | 2054 |
| 20:00 | 155 | | 293 | | | | | | 448 | |
| 20:15 | 128 | | 239 | | | | | | 367 | |
| 20:30 | 125 | | 263 | | | | | | 388 | |
| 20:45 | 128 | 536 | 214 | 1009 | | | | | 342 | 1545 |
| 21:00 | 104 | | 224 | | | | | | 328 | |
| 21:15 | 143 | | 205 | | | | | | 348 | |
| 21:30 | 93 | | 191 | | | | | | 284 | |
| 21:45 | 83 | 423 | 190 | 810 | | | | | 273 | 1233 |
| 22:00 | 82 | | 176 | | | | | | 258 | |
| 22:15 | 95 | | 200 | | | | | | 295 | |
| 22:30 | 103 | | 178 | | | | | | 281 | |
| 22:45 | 93 | 373 | 156 | 710 | | | | | 249 | 1083 |
| 23:00 | 79 | | 150 | | | | | | 229 | |
| 23:15 | 57 | | 130 | | | | | | 187 | |
| 23:30 | 53 | | 98 | | | | | | 151 | |
| 23:45 | 51 | 240 | 79 | 457 | | | | | 130 | 697 |
| TOTALS | | 10463 | | 17097 | | | | | | 27560 |
| SPLIT % | | 38.0% | | 62.0% | | | | | | 55.5% |

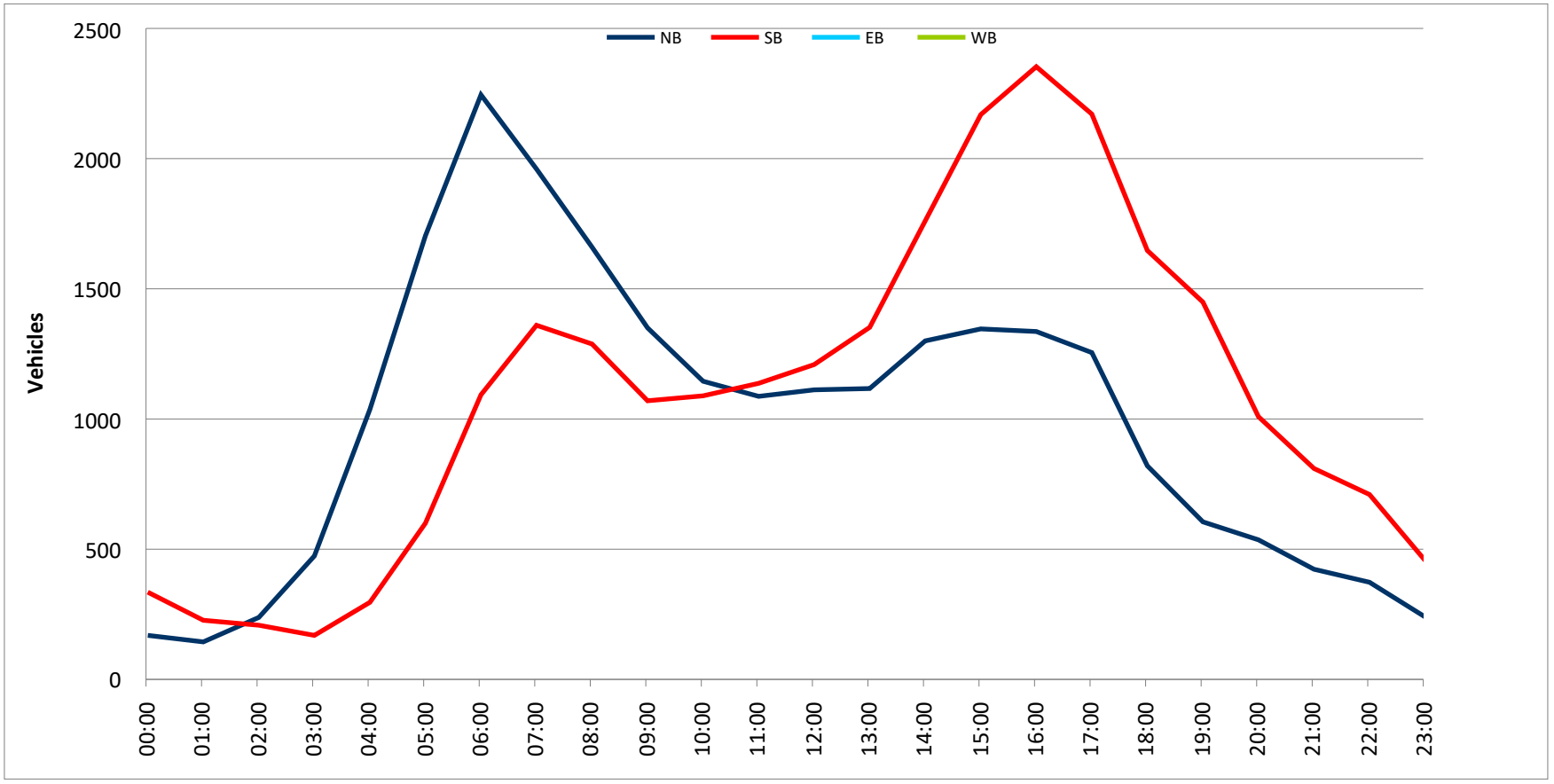

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 23,676 | 25,969 | 0 | 0 | 49,645 |


| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 06:15 | 07:45 | | | 06:30 | PM Peak Hour | 15:30 | 16:30 | | | 16:30 |
| AM Pk Volume | 2267 | 1363 | | | 3465 | PM Pk Volume | 1356 | 2381 | | | 3732 |
| Pk Hr Factor | 0.949 | 0.960 | | | 0.944 | Pk Hr Factor | 0.947 | 0.954 | | | 0.975 |
| 7 - 9 Volume | 3620 | 2648 | 0 | 0 | 6268 | 4 - 6 Volume | 2591 | 4524 | 0 | 0 | 7115 |
| 7 - 9 Peak Hour | 07:00 | 07:45 | | | 07:00 | 4 - 6 Peak Hour | 16:30 | 16:30 | | | 16:30 |
| 7 - 9 Pk Volume | 1960 | 1363 | 0 | 0 | 3320 | 4 - 6 Pk Volume | 1351 | 2381 | 0 | 0 | 3732 |
| Pk Hr Factor | 0.912 | 0.960 | 0.000 | 0.000 | 0.957 | Pk Hr Factor | 0.943 | 0.954 | 0.000 | 0.000 | 0.975 |

Prepared by NDS/ATD

**Project #:** CA19_6064_005 **City:** San Jacinto

**Location:** Sanderson Ave N/O Ramona Expy **Date:** 5/7/2019



Prepared by NDS/ATD

# VOLUME

Sanderson Ave S/O Ramona Blvd

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_006

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 11,687 | 11,828 | 0 | 0 | 23,515 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 23 | | 49 | | | | | | 72 | | 12:00 | 155 | | 143 | | | | | | 298 | |
| 00:15 | 21 | | 45 | | | | | | 66 | | 12:15 | 143 | | 148 | | | | | | 291 | |
| 00:30 | 31 | | 40 | | | | | | 71 | | 12:30 | 140 | | 141 | | | | | | 281 | |
| 00:45 | 24 | 99 | 29 | 163 | | | | | 53 | 262 | 12:45 | 136 | 574 | 140 | 572 | | | | | 276 | 1146 |
| 01:00 | 23 | | 29 | | | | | | 52 | | 13:00 | 142 | | 139 | | | | | | 281 | |
| 01:15 | 16 | | 17 | | | | | | 33 | | 13:15 | 154 | | 143 | | | | | | 297 | |
| 01:30 | 14 | | 15 | | | | | | 29 | | 13:30 | 153 | | 148 | | | | | | 301 | |
| 01:45 | 22 | 75 | 25 | 86 | | | | | 47 | 161 | 13:45 | 138 | 587 | 161 | 591 | | | | | 299 | 1178 |
| 02:00 | 21 | | 14 | | | | | | 35 | | 14:00 | 142 | | 161 | | | | | | 303 | |
| 02:15 | 16 | | 13 | | | | | | 29 | | 14:15 | 186 | | 204 | | | | | | 390 | |
| 02:30 | 26 | | 17 | | | | | | 43 | | 14:30 | 168 | | 193 | | | | | | 361 | |
| 02:45 | 30 | 93 | 22 | 66 | | | | | 52 | 159 | 14:45 | 171 | 667 | 237 | 795 | | | | | 408 | 1462 |
| 03:00 | 55 | | 27 | | | | | | 82 | | 15:00 | 135 | | 226 | | | | | | 361 | |
| 03:15 | 58 | | 21 | | | | | | 79 | | 15:15 | 168 | | 232 | | | | | | 400 | |
| 03:30 | 46 | | 23 | | | | | | 69 | | 15:30 | 176 | | 243 | | | | | | 419 | |
| 03:45 | 79 | 238 | 19 | 90 | | | | | 98 | 328 | 15:45 | 166 | 645 | 303 | 1004 | | | | | 469 | 1649 |
| 04:00 | 103 | | 30 | | | | | | 133 | | 16:00 | 153 | | 277 | | | | | | 430 | |
| 04:15 | 146 | | 30 | | | | | | 176 | | 16:15 | 150 | | 262 | | | | | | 412 | |
| 04:30 | 125 | | 48 | | | | | | 173 | | 16:30 | 151 | | 296 | | | | | | 447 | |
| 04:45 | 129 | 503 | 40 | 148 | | | | | 169 | 651 | 16:45 | 144 | 598 | 298 | 1133 | | | | | 442 | 1731 |
| 05:00 | 175 | | 47 | | | | | | 222 | | 17:00 | 134 | | 286 | | | | | | 420 | |
| 05:15 | 216 | | 42 | | | | | | 258 | | 17:15 | 173 | | 278 | | | | | | 451 | |
| 05:30 | 222 | | 65 | | | | | | 287 | | 17:30 | 147 | | 290 | | | | | | 437 | |
| 05:45 | 232 | 845 | 75 | 229 | | | | | 307 | 1074 | 17:45 | 133 | 587 | 255 | 1109 | | | | | 388 | 1696 |
| 06:00 | 274 | | 86 | | | | | | 360 | | 18:00 | 130 | | 249 | | | | | | 379 | |
| 06:15 | 275 | | 114 | | | | | | 389 | | 18:15 | 122 | | 233 | | | | | | 355 | |
| 06:30 | 263 | | 90 | | | | | | 353 | | 18:30 | 94 | | 235 | | | | | | 329 | |
| 06:45 | 298 | 1110 | 135 | 425 | | | | | 433 | 1535 | 18:45 | 77 | 423 | 178 | 895 | | | | | 255 | 1318 |
| 07:00 | 262 | | 135 | | | | | | 397 | | 19:00 | 84 | | 153 | | | | | | 237 | |
| 07:15 | 229 | | 171 | | | | | | 400 | | 19:15 | 90 | | 181 | | | | | | 271 | |
| 07:30 | 239 | | 136 | | | | | | 375 | | 19:30 | 68 | | 142 | | | | | | 210 | |
| 07:45 | 227 | 957 | 162 | 604 | | | | | 389 | 1561 | 19:45 | 83 | 325 | 131 | 607 | | | | | 214 | 932 |
| 08:00 | 198 | | 144 | | | | | | 342 | | 20:00 | 92 | | 123 | | | | | | 215 | |
| 08:15 | 201 | | 133 | | | | | | 334 | | 20:15 | 77 | | 118 | | | | | | 195 | |
| 08:30 | 173 | | 142 | | | | | | 315 | | 20:30 | 61 | | 110 | | | | | | 171 | |
| 08:45 | 183 | 755 | 122 | 541 | | | | | 305 | 1296 | 20:45 | 57 | 287 | 108 | 459 | | | | | 165 | 746 |
| 09:00 | 163 | | 98 | | | | | | 261 | | 21:00 | 73 | | 77 | | | | | | 150 | |
| 09:15 | 187 | | 138 | | | | | | 325 | | 21:15 | 72 | | 94 | | | | | | 166 | |
| 09:30 | 125 | | 133 | | | | | | 258 | | 21:30 | 55 | | 77 | | | | | | 132 | |
| 09:45 | 141 | 616 | 107 | 476 | | | | | 248 | 1092 | 21:45 | 38 | 238 | 83 | 331 | | | | | 121 | 569 |
| 10:00 | 131 | | 115 | | | | | | 246 | | 22:00 | 54 | | 82 | | | | | | 136 | |
| 10:15 | 161 | | 107 | | | | | | 268 | | 22:15 | 53 | | 69 | | | | | | 122 | |
| 10:30 | 168 | | 128 | | | | | | 296 | | 22:30 | 56 | | 59 | | | | | | 115 | |
| 10:45 | 132 | 592 | 127 | 477 | | | | | 259 | 1069 | 22:45 | 35 | 198 | 68 | 278 | | | | | 103 | 476 |
| 11:00 | 148 | | 122 | | | | | | 270 | | 23:00 | 31 | | 70 | | | | | | 101 | |
| 11:15 | 149 | | 146 | | | | | | 295 | | 23:15 | 24 | | 64 | | | | | | 88 | |
| 11:30 | 122 | | 115 | | | | | | 237 | | 23:30 | 33 | | 47 | | | | | | 80 | |
| 11:45 | 137 | 556 | 136 | 519 | | | | | 273 | 1075 | 23:45 | 31 | 119 | 49 | 230 | | | | | 80 | 349 |
| TOTALS | | 6439 | | 3824 | | | | | | 10263 | TOTALS | | 5248 | | 8004 | | | | | | 13252 |
| SPLIT % | | 62.7% | | 37.3% | | | | | | 43.6% | SPLIT % | | 39.6% | | 60.4% | | | | | | 56.4% |

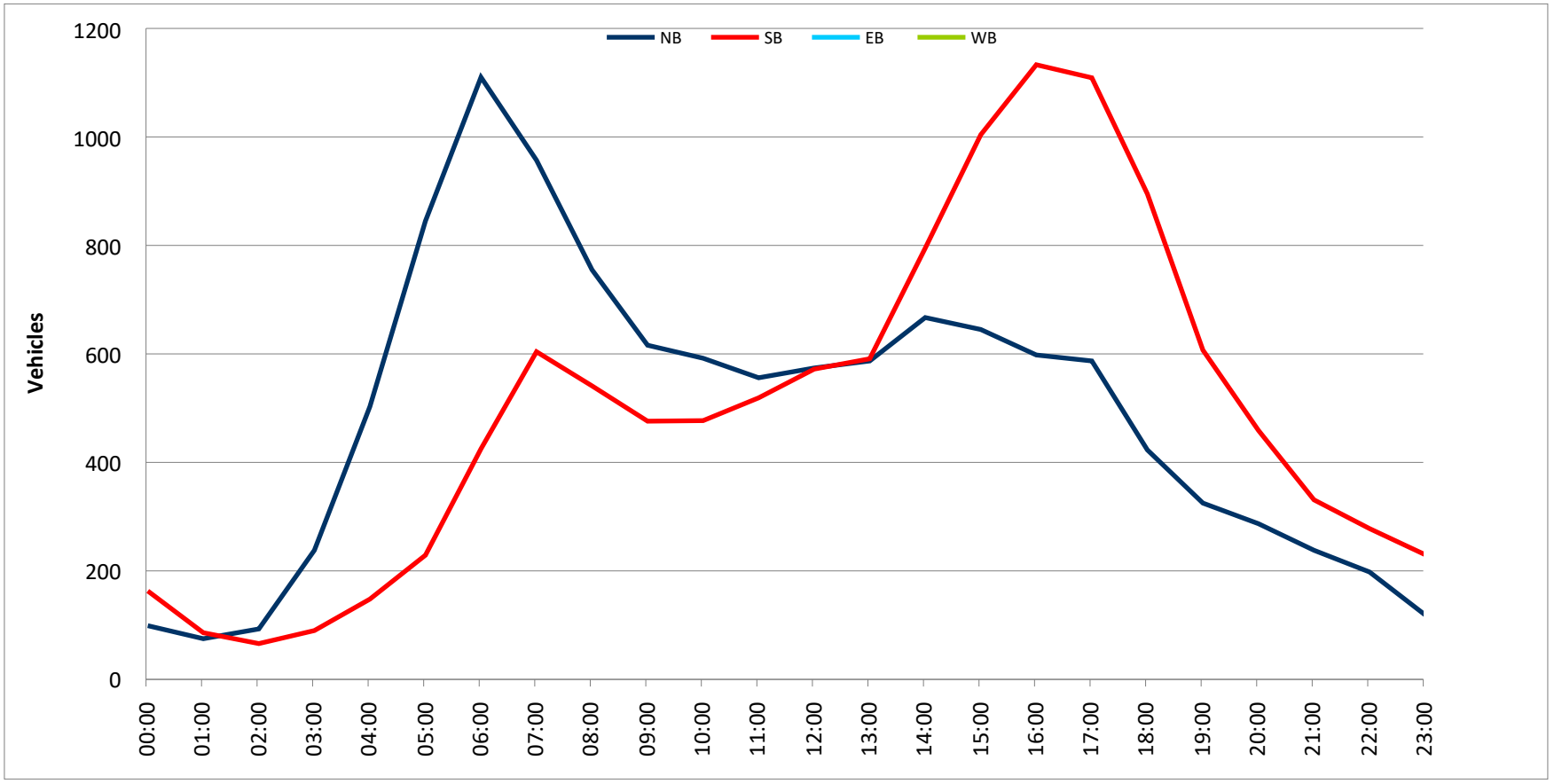

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 11,687 | 11,828 | 0 | 0 | 23,515 |


| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 06:00 | 07:15 | | | 06:45 | PM Peak Hour | 14:00 | 16:30 | | | 16:30 |
| AM Pk Volume | 1110 | 613 | | | 1605 | PM Pk Volume | 667 | 1158 | | | 1760 |
| Pk Hr Factor | 0.931 | 0.896 | | | 0.927 | Pk Hr Factor | 0.897 | 0.971 | | | 0.976 |
| 7 - 9 Volume | 1712 | 1145 | 0 | 0 | 2857 | 4 - 6 Volume | 1185 | 2242 | 0 | 0 | 3427 |
| 7 - 9 Peak Hour | 07:00 | 07:15 | | | 07:00 | 4 - 6 Peak Hour | 16:30 | 16:30 | | | 16:30 |
| 7 - 9 Pk Volume | 957 | 613 | 0 | 0 | 1561 | 4 - 6 Pk Volume | 602 | 1158 | 0 | 0 | 1760 |
| Pk Hr Factor | 0.913 | 0.896 | 0.000 | 0.000 | 0.976 | Pk Hr Factor | 0.870 | 0.971 | 0.000 | 0.000 | 0.976 |

Prepared by NDS/ATD

**Project #:** CA19_6064_006 **City:** San Jacinto

**Location:** Sanderson Ave S/O Ramona Blvd **Date:** 5/7/2019



Prepared by NDS/ATD

# VOLUME

Sanderson Ave S/O Esplanade Ave

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 12,789 | 13,282 | 0 | 0 | 26,071 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 32 | | 34 | | | | | | 66 | | 12:00 | 170 | | 171 | | | | | | 341 | |
| 00:15 | 22 | | 35 | | | | | | 57 | | 12:15 | 164 | | 184 | | | | | | 348 | |
| 00:30 | 24 | | 30 | | | | | | 54 | | 12:30 | 178 | | 157 | | | | | | 335 | |
| 00:45 | 26 | 104 | 21 | 120 | | | | | 47 | 224 | 12:45 | 181 | 693 | 194 | 706 | | | | | 375 | 1399 |
| 01:00 | 28 | | 32 | | | | | | 60 | | 13:00 | 176 | | 178 | | | | | | 354 | |
| 01:15 | 17 | | 11 | | | | | | 28 | | 13:15 | 173 | | 176 | | | | | | 349 | |
| 01:30 | 11 | | 15 | | | | | | 26 | | 13:30 | 173 | | 185 | | | | | | 358 | |
| 01:45 | 24 | 80 | 18 | 76 | | | | | 42 | 156 | 13:45 | 178 | 700 | 191 | 730 | | | | | 369 | 1430 |
| 02:00 | 18 | | 21 | | | | | | 39 | | 14:00 | 184 | | 194 | | | | | | 378 | |
| 02:15 | 16 | | 14 | | | | | | 30 | | 14:15 | 219 | | 214 | | | | | | 433 | |
| 02:30 | 24 | | 17 | | | | | | 41 | | 14:30 | 218 | | 185 | | | | | | 403 | |
| 02:45 | 26 | 84 | 18 | 70 | | | | | 44 | 154 | 14:45 | 199 | 820 | 221 | 814 | | | | | 420 | 1634 |
| 03:00 | 35 | | 21 | | | | | | 56 | | 15:00 | 202 | | 235 | | | | | | 437 | |
| 03:15 | 36 | | 19 | | | | | | 55 | | 15:15 | 229 | | 242 | | | | | | 471 | |
| 03:30 | 41 | | 32 | | | | | | 73 | | 15:30 | 193 | | 295 | | | | | | 488 | |
| 03:45 | 56 | 168 | 31 | 103 | | | | | 87 | 271 | 15:45 | 194 | 818 | 307 | 1079 | | | | | 501 | 1897 |
| 04:00 | 68 | | 44 | | | | | | 112 | | 16:00 | 197 | | 281 | | | | | | 478 | |
| 04:15 | 79 | | 50 | | | | | | 129 | | 16:15 | 205 | | 291 | | | | | | 496 | |
| 04:30 | 92 | | 56 | | | | | | 148 | | 16:30 | 185 | | 279 | | | | | | 464 | |
| 04:45 | 101 | 340 | 49 | 199 | | | | | 150 | 539 | 16:45 | 201 | 788 | 260 | 1111 | | | | | 461 | 1899 |
| 05:00 | 131 | | 80 | | | | | | 211 | | 17:00 | 215 | | 301 | | | | | | 516 | |
| 05:15 | 146 | | 61 | | | | | | 207 | | 17:15 | 179 | | 290 | | | | | | 469 | |
| 05:30 | 170 | | 95 | | | | | | 265 | | 17:30 | 197 | | 295 | | | | | | 492 | |
| 05:45 | 185 | 632 | 94 | 330 | | | | | 279 | 962 | 17:45 | 177 | 768 | 261 | 1147 | | | | | 438 | 1915 |
| 06:00 | 201 | | 99 | | | | | | 300 | | 18:00 | 180 | | 267 | | | | | | 447 | |
| 06:15 | 222 | | 126 | | | | | | 348 | | 18:15 | 159 | | 211 | | | | | | 370 | |
| 06:30 | 205 | | 116 | | | | | | 321 | | 18:30 | 140 | | 223 | | | | | | 363 | |
| 06:45 | 215 | 843 | 154 | 495 | | | | | 369 | 1338 | 18:45 | 148 | 627 | 211 | 912 | | | | | 359 | 1539 |
| 07:00 | 231 | | 182 | | | | | | 413 | | 19:00 | 138 | | 161 | | | | | | 299 | |
| 07:15 | 243 | | 214 | | | | | | 457 | | 19:15 | 147 | | 167 | | | | | | 314 | |
| 07:30 | 242 | | 218 | | | | | | 460 | | 19:30 | 127 | | 151 | | | | | | 278 | |
| 07:45 | 202 | 918 | 175 | 789 | | | | | 377 | 1707 | 19:45 | 117 | 529 | 154 | 633 | | | | | 271 | 1162 |
| 08:00 | 201 | | 180 | | | | | | 381 | | 20:00 | 114 | | 128 | | | | | | 242 | |
| 08:15 | 148 | | 183 | | | | | | 331 | | 20:15 | 93 | | 135 | | | | | | 228 | |
| 08:30 | 171 | | 158 | | | | | | 329 | | 20:30 | 109 | | 139 | | | | | | 248 | |
| 08:45 | 170 | 690 | 198 | 719 | | | | | 368 | 1409 | 20:45 | 95 | 411 | 89 | 491 | | | | | 184 | 902 |
| 09:00 | 166 | | 119 | | | | | | 285 | | 21:00 | 108 | | 107 | | | | | | 215 | |
| 09:15 | 158 | | 173 | | | | | | 331 | | 21:15 | 103 | | 81 | | | | | | 184 | |
| 09:30 | 167 | | 173 | | | | | | 340 | | 21:30 | 83 | | 85 | | | | | | 168 | |
| 09:45 | 136 | 627 | 162 | 627 | | | | | 298 | 1254 | 21:45 | 76 | 370 | 80 | 353 | | | | | 156 | 723 |
| 10:00 | 168 | | 146 | | | | | | 314 | | 22:00 | 73 | | 83 | | | | | | 156 | |
| 10:15 | 150 | | 137 | | | | | | 287 | | 22:15 | 97 | | 75 | | | | | | 172 | |
| 10:30 | 173 | | 171 | | | | | | 344 | | 22:30 | 73 | | 65 | | | | | | 138 | |
| 10:45 | 152 | 643 | 163 | 617 | | | | | 315 | 1260 | 22:45 | 41 | 284 | 59 | 282 | | | | | 100 | 566 |
| 11:00 | 179 | | 149 | | | | | | 328 | | 23:00 | 55 | | 68 | | | | | | 123 | |
| 11:15 | 163 | | 189 | | | | | | 352 | | 23:15 | 39 | | 52 | | | | | | 91 | |
| 11:30 | 146 | | 161 | | | | | | 307 | | 23:30 | 45 | | 45 | | | | | | 90 | |
| 11:45 | 191 | 679 | 169 | 668 | | | | | 360 | 1347 | 23:45 | 34 | 173 | 46 | 211 | | | | | 80 | 384 |
| TOTALS | | 5808 | | 4813 | | | | | | 10621 | TOTALS | | 6981 | | 8469 | | | | | | 15450 |
| SPLIT % | | 54.7% | | 45.3% | | | | | | 40.7% | SPLIT % | | 45.2% | | 54.8% | | | | | | 59.3% |

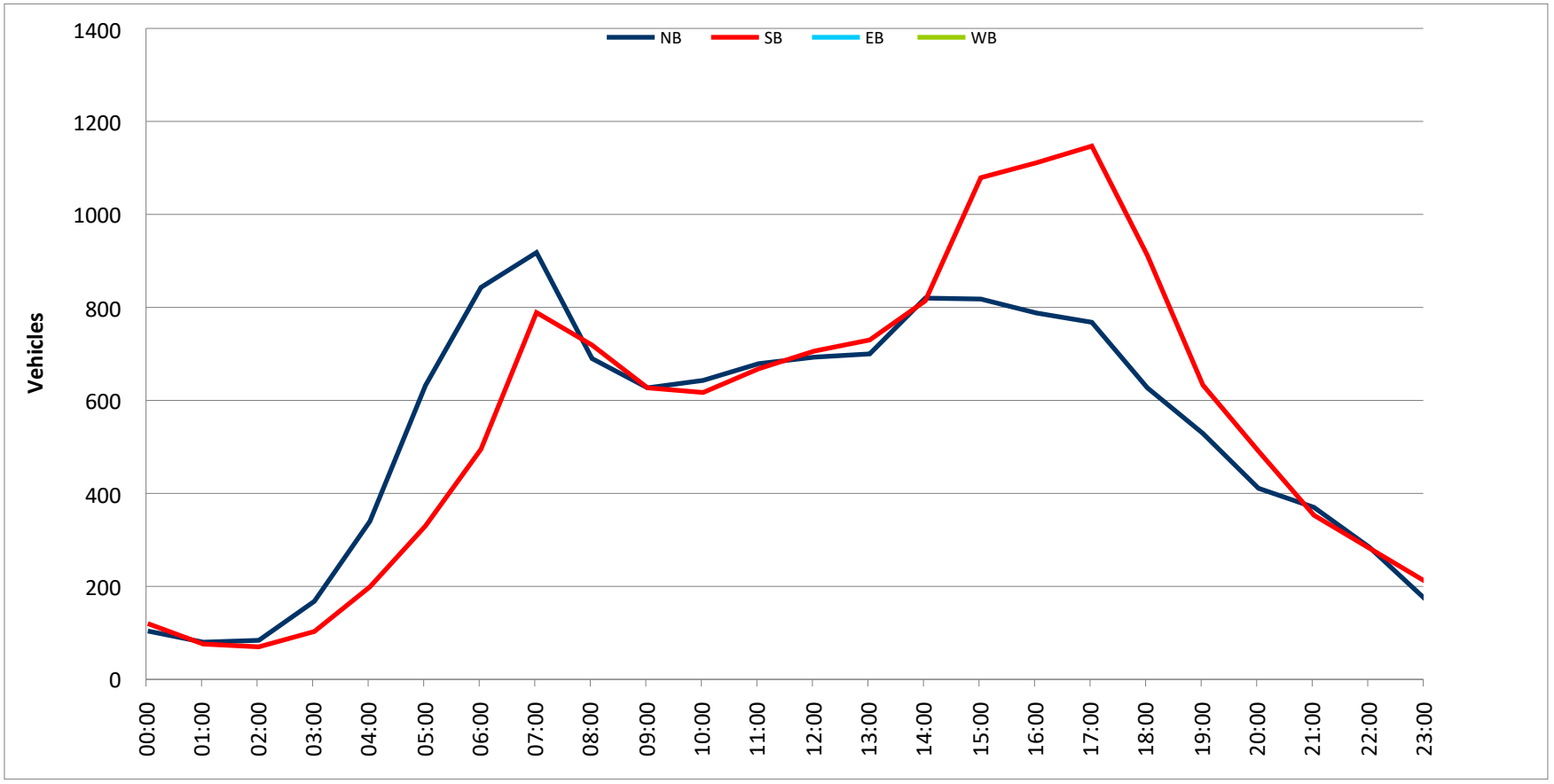
| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 12,789 | 13,282 | 0 | 0 | 26,071 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 06:45 | 07:00 | | | 07:00 | PM Peak Hour | 14:30 | 15:30 | | | 15:30 |
| AM Pk Volume | 931 | 789 | | | 1707 | PM Pk Volume | 848 | 1174 | | | 1963 |
| Pk Hr Factor | 0.958 | 0.905 | | | 0.928 | Pk Hr Factor | 0.926 | 0.956 | | | 0.980 |
| 7 - 9 Volume | 1608 | 1508 | 0 | 0 | 3116 | 4 - 6 Volume | 1556 | 2258 | 0 | 0 | 3814 |
| 7 - 9 Peak Hour | 07:00 | 07:00 | | | 07:00 | 4 - 6 Peak Hour | 16:15 | 17:00 | | | 16:45 |
| 7 - 9 Pk Volume | 918 | 789 | 0 | 0 | 1707 | 4 - 6 Pk Volume | 806 | 1147 | 0 | 0 | 1938 |
| Pk Hr Factor | 0.944 | 0.905 | 0.000 | 0.000 | 0.928 | Pk Hr Factor | 0.937 | 0.953 | 0.000 | 0.000 | 0.939 |

Prepared by NDS/ATD

**Project #:** CA19_6064_007 **City:** San Jacinto

**Location:** Sanderson Ave S/O Esplanade Ave **Date:** 5/7/2019



Prepared by National Data & Surveying Services

# CLASSIFICATION

Ramona Expy E/O Lyon Ave

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_008e

**East Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 31 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 00:15 | 0 | 46 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 00:30 | 0 | 38 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 00:45 | 0 | 32 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 01:00 | 0 | 30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 01:15 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 22 |
| 01:30 | 0 | 23 | 9 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 37 |
| 01:45 | 0 | 27 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 02:00 | 0 | 23 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 02:15 | 0 | 16 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 02:30 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 02:45 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 03:00 | 0 | 23 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 29 |
| 03:15 | 0 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 03:30 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 03:45 | 0 | 28 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 04:00 | 0 | 17 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 04:15 | 0 | 26 | 6 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 35 |
| 04:30 | 0 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 04:45 | 0 | 57 | 8 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 70 |
| 05:00 | 0 | 41 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 05:15 | 0 | 43 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 05:30 | 0 | 61 | 10 | 0 | 5 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 79 |
| 05:45 | 0 | 71 | 14 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 88 |
| 06:00 | 0 | 65 | 14 | 1 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 87 |
| 06:15 | 0 | 82 | 17 | 0 | 5 | 4 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 113 |
| 06:30 | 0 | 104 | 21 | 1 | 6 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 136 |
| 06:45 | 0 | 185 | 37 | 0 | 10 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 235 |
| 07:00 | 0 | 156 | 29 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 |
| 07:15 | 0 | 174 | 33 | 1 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 215 |
| 07:30 | 0 | 177 | 31 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 |
| 07:45 | 0 | 197 | 35 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 239 |
| 08:00 | 0 | 175 | 30 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 210 |
| 08:15 | 0 | 142 | 29 | 1 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 |
| 08:30 | 0 | 127 | 25 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| 08:45 | 0 | 152 | 31 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 192 |
| 09:00 | 0 | 136 | 29 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 170 |
| 09:15 | 0 | 120 | 27 | 2 | 4 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 156 |
| 09:30 | 0 | 113 | 28 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 149 |
| 09:45 | 0 | 135 | 23 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 |
| 10:00 | 1 | 112 | 27 | 1 | 5 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 149 |
| 10:15 | 0 | 115 | 31 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 150 |
| 10:30 | 0 | 133 | 26 | 1 | 6 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 169 |
| 10:45 | 0 | 115 | 33 | 1 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 157 |
| 11:00 | 0 | 120 | 23 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 146 |
| 11:15 | 0 | 120 | 27 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 152 |
| 11:30 | 0 | 114 | 31 | 2 | 5 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 157 |
| 11:45 | 0 | 125 | 23 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 12:00 PM | 0 | 150 | 31 | 1 | 5 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 190 |
| 12:15 | 0 | 118 | 24 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 148 |
| 12:30 | 0 | 107 | 20 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 132 |
| 12:45 | 0 | 138 | 27 | 3 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 176 |
| 13:00 | 0 | 119 | 26 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 13:15 | 0 | 150 | 32 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 |
| 13:30 | 0 | 154 | 28 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 186 |
| 13:45 | 0 | 156 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| 14:00 | 0 | 158 | 31 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 195 |
| 14:15 | 0 | 173 | 35 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 |
| 14:30 | 0 | 212 | 41 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 256 |
| 14:45 | 0 | 208 | 48 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 262 |
| 15:00 | 0 | 229 | 41 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 278 |
| 15:15 | 0 | 208 | 48 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 264 |
| 15:30 | 0 | 214 | 44 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 263 |
| 15:45 | 0 | 232 | 43 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 282 |
| 16:00 | 0 | 255 | 54 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 315 |
| 16:15 | 0 | 236 | 44 | 0 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 289 |
| 16:30 | 0 | 208 | 45 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 261 |
| 16:45 | 0 | 237 | 48 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 291 |
| 17:00 | 0 | 224 | 48 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 277 |
| 17:15 | 0 | 239 | 48 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 289 |
| 17:30 | 0 | 211 | 54 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 269 |
| 17:45 | 0 | 222 | 52 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 279 |
| 18:00 | 0 | 223 | 41 | 0 | 6 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 273 |
| 18:15 | 0 | 212 | 46 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 262 |
| 18:30 | 0 | 205 | 41 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 250 |
| 18:45 | 0 | 178 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 217 |
| 19:00 | 0 | 166 | 30 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 199 |
| 19:15 | 1 | 173 | 32 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 |
| 19:30 | 0 | 155 | 30 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 187 |
| 19:45 | 0 | 120 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 20:00 | 0 | 124 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| 20:15 | 0 | 116 | 21 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 139 |
| 20:30 | 0 | 121 | 21 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 144 |
| 20:45 | 0 | 90 | 18 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 21:00 | 0 | 103 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 21:15 | 0 | 97 | 20 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 120 |
| 21:30 | 0 | 81 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 21:45 | 0 | 91 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 106 |
| 22:00 | 0 | 80 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 22:15 | 0 | 105 | 19 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 128 |
| 22:30 | 0 | 62 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 22:45 | 0 | 81 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 23:00 | 0 | 91 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 108 |
| 23:15 | 0 | 64 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 79 |
| 23:30 | 0 | 60 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 72 |
| 23:45 | 0 | 46 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 56 |
| **Totals** | **2** | **11359** | **2280** | **25** | **269** | **37** | | **31** | **47** | | **9** | | | **14059** |
| **% of Totals** | 0% | 81% | 16% | 0% | 2% | 0% | | 0% | 0% | | 0% | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Volumes** | 1 | 3957 | 803 | 15 | 143 | 25 | 0 | 20 | 26 | 0 | 2 | 0 | 0 | 4992 |
| **% AM** | 0% | 28% | 6% | 0% | 1% | 0% | | 0% | 0% | | 0% | | | 36% |
| **AM Peak Hour** | | | | | | | | | | | | | | |
| **Volume** | | | | | | | | | | | | | | |
| **PM Volumes** | 1 | 7402 | 1477 | 10 | 126 | 12 | 0 | 11 | 21 | 0 | 7 | 0 | 0 | 9067 |
| **% PM** | 0% | 53% | 11% | 0% | 1% | 0% | | 0% | 0% | | 0% | | | 64% |
| **PM Peak Hour** | | | | | | | | | | | | | | |
| **Volume** | | | | | | | | | | | | | | |

| Directional Peak Periods | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **All Classes** | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % |
| | 1603 | ⟷ | 11% | 1350 | ⟷ | 10% | 2270 | ⟷ | 16% | 8836 | ⟷ | 63% |

**Classification Definitions**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

Ramona Expy E/O Lyon Ave

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_008w

**West Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 18 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 00:15 | 0 | 25 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 31 |
| 00:30 | 0 | 23 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 00:45 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 01:00 | 0 | 19 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 24 |
| 01:15 | 0 | 19 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 01:30 | 0 | 21 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 01:45 | 0 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 22 |
| 02:00 | 0 | 23 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 02:15 | 0 | 24 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 02:30 | 0 | 44 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 02:45 | 0 | 26 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 34 |
| 03:00 | 0 | 54 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 03:15 | 0 | 62 | 12 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 79 |
| 03:30 | 0 | 61 | 16 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 03:45 | 0 | 97 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 04:00 | 0 | 118 | 21 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 143 |
| 04:15 | 0 | 160 | 34 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 202 |
| 04:30 | 0 | 169 | 29 | 1 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 209 |
| 04:45 | 0 | 138 | 29 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 |
| 05:00 | 0 | 168 | 33 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 |
| 05:15 | 0 | 185 | 42 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 233 |
| 05:30 | 0 | 196 | 45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246 |
| 05:45 | 0 | 150 | 35 | 0 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 194 |
| 06:00 | 0 | 195 | 36 | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 239 |
| 06:15 | 0 | 206 | 42 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 255 |
| 06:30 | 0 | 226 | 34 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 267 |
| 06:45 | 0 | 185 | 37 | 1 | 5 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 230 |
| 07:00 | 0 | 235 | 44 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 289 |
| 07:15 | 0 | 206 | 35 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 249 |
| 07:30 | 0 | 218 | 38 | 1 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 266 |
| 07:45 | 0 | 150 | 27 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 |
| 08:00 | 0 | 164 | 32 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 |
| 08:15 | 0 | 156 | 27 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 191 |
| 08:30 | 0 | 154 | 25 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 185 |
| 08:45 | 0 | 133 | 23 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| 09:00 | 0 | 135 | 24 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 09:15 | 0 | 124 | 22 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 09:30 | 0 | 115 | 18 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 09:45 | 0 | 98 | 17 | 1 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 122 |
| 10:00 | 0 | 115 | 21 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| 10:15 | 0 | 112 | 22 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 10:30 | 0 | 125 | 23 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 151 |
| 10:45 | 0 | 111 | 19 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 135 |
| 11:00 | 0 | 115 | 27 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 147 |
| 11:15 | 0 | 112 | 17 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 134 |
| 11:30 | 0 | 117 | 17 | 0 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 142 |
| 11:45 | 0 | 96 | 17 | 1 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 120 |
| 12:00 PM | 0 | 137 | 25 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 169 |
| 12:15 | 0 | 134 | 26 | 1 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 169 |
| 12:30 | 0 | 136 | 25 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 168 |
| 12:45 | 0 | 141 | 25 | 1 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 174 |
| 13:00 | 1 | 138 | 24 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 |
| 13:15 | 0 | 157 | 28 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 193 |
| 13:30 | 1 | 134 | 22 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 164 |
| 13:45 | 0 | 159 | 28 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 197 |
| 14:00 | 0 | 159 | 30 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 |
| 14:15 | 0 | 123 | 25 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 153 |
| 14:30 | 0 | 148 | 26 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 179 |
| 14:45 | 0 | 154 | 29 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 189 |
| 15:00 | 0 | 138 | 24 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 169 |
| 15:15 | 1 | 198 | 32 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 238 |
| 15:30 | 0 | 142 | 24 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 171 |
| 15:45 | 0 | 160 | 24 | 0 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 194 |
| 16:00 | 1 | 171 | 25 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 205 |
| 16:15 | 0 | 160 | 32 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 197 |
| 16:30 | 0 | 159 | 29 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 |
| 16:45 | 0 | 136 | 21 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 161 |
| 17:00 | 0 | 195 | 35 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 236 |
| 17:15 | 0 | 156 | 26 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 188 |
| 17:30 | 2 | 128 | 25 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 17:45 | 0 | 118 | 21 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 143 |
| 18:00 | 0 | 90 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 18:15 | 0 | 115 | 18 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 137 |
| 18:30 | 0 | 93 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 18:45 | 0 | 75 | 16 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 92 |
| 19:00 | 0 | 85 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 19:15 | 0 | 70 | 15 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 19:30 | 0 | 97 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 19:45 | 0 | 88 | 17 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 20:00 | 0 | 74 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 91 |
| 20:15 | 0 | 84 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 20:30 | 0 | 81 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 20:45 | 0 | 75 | 11 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 88 |
| 21:00 | 0 | 67 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 21:15 | 0 | 51 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 21:30 | 0 | 54 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 21:45 | 0 | 47 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 22:00 | 0 | 54 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 22:15 | 0 | 70 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 22:30 | 0 | 56 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 22:45 | 0 | 34 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 42 |
| 23:00 | 0 | 35 | 7 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 46 |
| 23:15 | 0 | 31 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 23:30 | 0 | 27 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 34 |
| 23:45 | 0 | 21 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| **Totals** | 6 | 10592 | 1908 | 17 | 347 | 22 | 7 | 30 | 23 | | 6 | | | 12958 |
| **% of Totals** | 0% | 82% | 15% | 0% | 3% | 0% | 0% | 0% | 0% | | 0% | | | 100% |
| **AM Volumes** | 0 | 5437 | 1012 | 9 | 186 | 15 | 3 | 15 | 15 | 0 | 3 | 0 | 0 | 6695 |
| **% AM** | | 42% | 8% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 52% |
| **AM Peak Hour** | | | | | | | | | | | | | | |
| **Volume** | | | | | | | | | | | | | | |
| **PM Volumes** | 6 | 5155 | 896 | 8 | 161 | 7 | 4 | 15 | 8 | 0 | 3 | 0 | 0 | 6263 |
| **% PM** | 0% | 40% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 48% |
| **PM Peak Hour** | | | | | | | | | | | | | | |
| **Volume** | | | | | | | | | | | | | | |

| Directional Peak Periods | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **All Classes** | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % |
| | 1726 | | 13% | 1403 | | 11% | 1482 | | 11% | 8347 | | 64% |

**Classification Definitions**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

Ramona Expy E/O Lyon Ave

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_008

**Summary**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 49 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 00:15 | 0 | 71 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 84 |
| 00:30 | 0 | 61 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 00:45 | 0 | 49 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 01:00 | 0 | 49 | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 60 |
| 01:15 | 0 | 36 | 7 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 47 |
| 01:30 | 0 | 44 | 13 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 64 |
| 01:45 | 0 | 44 | 12 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 60 |
| 02:00 | 0 | 46 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 02:15 | 0 | 40 | 11 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 02:30 | 0 | 60 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 02:45 | 0 | 45 | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 56 |
| 03:00 | 0 | 77 | 13 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 93 |
| 03:15 | 0 | 91 | 15 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 111 |
| 03:30 | 0 | 83 | 19 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 03:45 | 0 | 125 | 20 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 |
| 04:00 | 0 | 135 | 26 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 166 |
| 04:15 | 0 | 186 | 40 | 0 | 8 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 237 |
| 04:30 | 0 | 196 | 36 | 1 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 243 |
| 04:45 | 0 | 195 | 37 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 241 |
| 05:00 | 0 | 209 | 39 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 253 |
| 05:15 | 0 | 228 | 51 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 285 |
| 05:30 | 0 | 257 | 55 | 0 | 10 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 325 |
| 05:45 | 0 | 221 | 49 | 0 | 9 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 282 |
| 06:00 | 0 | 260 | 50 | 1 | 10 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 326 |
| 06:15 | 0 | 288 | 59 | 0 | 11 | 4 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 368 |
| 06:30 | 0 | 330 | 55 | 1 | 12 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 403 |
| 06:45 | 0 | 370 | 74 | 1 | 15 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 465 |
| 07:00 | 0 | 391 | 73 | 0 | 14 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 481 |
| 07:15 | 0 | 380 | 68 | 1 | 10 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 464 |
| 07:30 | 0 | 395 | 69 | 1 | 10 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 478 |
| 07:45 | 0 | 347 | 62 | 0 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 421 |
| 08:00 | 0 | 339 | 62 | 1 | 7 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 412 |
| 08:15 | 0 | 298 | 56 | 1 | 11 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 372 |
| 08:30 | 0 | 281 | 50 | 0 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 347 |
| 08:45 | 0 | 285 | 54 | 1 | 10 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 354 |
| 09:00 | 0 | 271 | 53 | 1 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 335 |
| 09:15 | 0 | 244 | 49 | 3 | 8 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 309 |
| 09:30 | 0 | 228 | 46 | 1 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 286 |
| 09:45 | 0 | 233 | 40 | 2 | 10 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 288 |
| 10:00 | 1 | 227 | 48 | 2 | 11 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 293 |
| 10:15 | 0 | 227 | 53 | 0 | 4 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 291 |
| 10:30 | 0 | 258 | 49 | 1 | 8 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 320 |
| 10:45 | 0 | 226 | 52 | 1 | 7 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 292 |
| 11:00 | 0 | 235 | 50 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 293 |
| 11:15 | 0 | 232 | 44 | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 286 |
| 11:30 | 0 | 231 | 48 | 2 | 10 | 2 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 299 |
| 11:45 | 0 | 221 | 40 | 1 | 8 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 273 |
| 12:00 PM | 0 | 287 | 56 | 1 | 10 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 359 |
| 12:15 | 0 | 252 | 50 | 1 | 11 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 317 |
| 12:30 | 0 | 243 | 45 | 1 | 7 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 300 |
| 12:45 | 0 | 279 | 52 | 4 | 10 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 350 |
| 13:00 | 1 | 257 | 50 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 316 |
| 13:15 | 0 | 307 | 60 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 376 |
| 13:30 | 1 | 288 | 50 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 350 |
| 13:45 | 0 | 315 | 59 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 385 |
| 14:00 | 0 | 317 | 61 | 2 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 390 |
| 14:15 | 0 | 296 | 60 | 1 | 8 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 368 |
| 14:30 | 0 | 360 | 67 | 1 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 435 |
| 14:45 | 0 | 362 | 77 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 451 |
| 15:00 | 0 | 367 | 65 | 0 | 11 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 447 |
| 15:15 | 1 | 406 | 80 | 1 | 12 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 502 |
| 15:30 | 0 | 356 | 68 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 434 |
| 15:45 | 0 | 392 | 67 | 0 | 13 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 476 |
| 16:00 | 1 | 426 | 79 | 0 | 11 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 520 |
| 16:15 | 0 | 396 | 76 | 0 | 11 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 486 |
| 16:30 | 0 | 367 | 74 | 1 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 453 |
| 16:45 | 0 | 373 | 69 | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 452 |
| 17:00 | 0 | 419 | 83 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 513 |
| 17:15 | 0 | 395 | 74 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 477 |
| 17:30 | 2 | 339 | 79 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 429 |
| 17:45 | 0 | 340 | 73 | 0 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 422 |
| 18:00 | 0 | 313 | 58 | 0 | 8 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 382 |
| 18:15 | 0 | 327 | 64 | 0 | 4 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 399 |
| 18:30 | 0 | 298 | 55 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 359 |
| 18:45 | 0 | 253 | 52 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 309 |
| 19:00 | 0 | 251 | 44 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 299 |
| 19:15 | 1 | 243 | 47 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 298 |
| 19:30 | 0 | 252 | 44 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 299 |
| 19:45 | 0 | 208 | 37 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 251 |
| 20:00 | 0 | 198 | 39 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 241 |
| 20:15 | 0 | 200 | 33 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 238 |
| 20:30 | 0 | 202 | 33 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 239 |
| 20:45 | 0 | 165 | 29 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 200 |
| 21:00 | 0 | 170 | 33 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 |
| 21:15 | 0 | 148 | 28 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 180 |
| 21:30 | 0 | 135 | 23 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 21:45 | 0 | 138 | 20 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 160 |
| 22:00 | 0 | 134 | 22 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| 22:15 | 0 | 175 | 29 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 209 |
| 22:30 | 0 | 118 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 22:45 | 0 | 115 | 22 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 139 |
| 23:00 | 0 | 126 | 23 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 154 |
| 23:15 | 0 | 95 | 20 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 117 |
| 23:30 | 0 | 87 | 15 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 106 |
| 23:45 | 0 | 67 | 13 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 82 |
| **Totals** | **8** | **21951** | **4188** | **42** | **616** | **59** | **7** | **61** | **70** | | **15** | | | **27017** |
| **% of Totals** | 0% | 81% | 16% | 0% | 2% | 0% | 0% | 0% | 0% | | 0% | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Volumes** | 1 | 9394 | 1815 | 24 | 329 | 40 | 3 | 35 | 41 | 0 | 5 | 0 | 0 | 11687 |
| **% AM** | 0% | 35% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 43% |
| **AM Peak Hour** | 09:15 | 06:45 | 06:45 | 09:15 | 06:15 | 10:00 | 09:30 | 11:00 | 06:15 | | 09:45 | | | 06:45 |
| **Volume** | 1 | 1536 | 284 | 8 | 52 | 10 | 2 | 9 | 11 | | 2 | | | 1888 |
| **PM Volumes** | 7 | 12557 | 2373 | 18 | 287 | 19 | 4 | 26 | 29 | 0 | 10 | 0 | 0 | 15330 |
| **% PM** | 0% | 46% | 9% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 57% |
| **PM Peak Hour** | 12:45 | 15:45 | 17:00 | 12:00 | 15:45 | 12:45 | 15:00 | 14:15 | 12:00 | | 18:00 | | | 15:45 |
| **Volume** | 2 | 1581 | 309 | 7 | 45 | 6 | 2 | 6 | 6 | | 3 | | | 1935 |

| Directional Peak Periods | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **All Classes** | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % |
| | 3329 | | 12% | 2753 | | 10% | 3752 | | 14% | 17183 | | 64% |

**Classification Definitions**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

## Ramona Expy E/O Lyon Ave

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_008e

**East Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 147 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 |
| 01:00 | 0 | 97 | 27 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 133 |
| 02:00 | 0 | 74 | 10 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 03:00 | 0 | 102 | 15 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 120 |
| 04:00 | 0 | 127 | 26 | 0 | 7 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 162 |
| 05:00 | 0 | 216 | 39 | 0 | 7 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 267 |
| 06:00 | 0 | 436 | 89 | 2 | 25 | 6 | 0 | 6 | 7 | 0 | 0 | 0 | 0 | 571 |
| 07:00 | 0 | 704 | 128 | 1 | 21 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 858 |
| 08:00 | 0 | 596 | 115 | 1 | 23 | 5 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 745 |
| 09:00 | 0 | 504 | 107 | 5 | 18 | 2 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 641 |
| 10:00 | 1 | 475 | 117 | 3 | 16 | 6 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 625 |
| 11:00 | 0 | 479 | 104 | 2 | 14 | 3 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 608 |
| 12:00 PM | 0 | 513 | 102 | 4 | 16 | 3 | 0 | 2 | 4 | 0 | 2 | 0 | 0 | 646 |
| 13:00 | 0 | 579 | 117 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 704 |
| 14:00 | 0 | 751 | 155 | 2 | 16 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 928 |
| 15:00 | 0 | 883 | 176 | 1 | 22 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 1087 |
| 16:00 | 0 | 936 | 191 | 1 | 23 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1156 |
| 17:00 | 0 | 896 | 202 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1114 |
| 18:00 | 0 | 818 | 164 | 0 | 11 | 1 | 0 | 2 | 3 | 0 | 3 | 0 | 0 | 1002 |
| 19:00 | 1 | 614 | 112 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 736 |
| 20:00 | 0 | 451 | 85 | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 545 |
| 21:00 | 0 | 372 | 68 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 446 |
| 22:00 | 0 | 328 | 56 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 388 |
| 23:00 | 0 | 261 | 49 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 315 |
| **Totals** | **2** | **11359** | **2280** | **25** | **269** | **37** | | **31** | **47** | | **9** | | | **14059** |
| **% of Totals** | 0% | 81% | 16% | 0% | 2% | 0% | | 0% | 0% | | 0% | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Volumes** | 1 | 3957 | 803 | 15 | 143 | 25 | 0 | 20 | 26 | 0 | 2 | 0 | 0 | 4992 |
| **% AM** | 0% | 28% | 6% | 0% | 1% | 0% | | 0% | 0% | | 0% | | | 36% |
| **AM Peak Hour** | 10:00 | 07:00 | 07:00 | 09:00 | 06:00 | 06:00 | | 06:00 | 06:00 | | 09:00 | | | 07:00 |
| **Volume** | 1 | 704 | 128 | 5 | 25 | 6 | | 6 | 7 | | 1 | | | 858 |
| **PM Volumes** | 1 | 7402 | 1477 | 10 | 126 | 12 | 0 | 11 | 21 | 0 | 7 | 0 | 0 | 9067 |
| **% PM** | 0% | 53% | 11% | 0% | 1% | 0% | | 0% | 0% | | 0% | | | 64% |
| **PM Peak Hour** | 19:00 | 16:00 | 17:00 | 12:00 | 16:00 | 12:00 | | 20:00 | 12:00 | | 18:00 | | | 16:00 |
| **Volume** | 1 | 936 | 202 | 4 | 23 | 3 | | 3 | 4 | | 3 | | | 1156 |

| **Directional Peak Periods** | **AM 7-9** | | | **NOON 12-2** | | | **PM 4-6** | | | **Off Peak Volumes** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **All Classes** | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % |
| | 1603 | | 11% | 1350 | | 10% | 2270 | | 16% | 8836 | | 63% |

**Classification Definitions**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

## Ramona Expy E/O Lyon Ave

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_008w

**West Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 83 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 99 |
| 01:00 | 0 | 76 | 14 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 98 |
| 02:00 | 0 | 117 | 22 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 148 |
| 03:00 | 0 | 274 | 52 | 0 | 11 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 339 |
| 04:00 | 0 | 585 | 113 | 1 | 22 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 725 |
| 05:00 | 0 | 699 | 155 | 0 | 22 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 878 |
| 06:00 | 0 | 812 | 149 | 1 | 23 | 1 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 991 |
| 07:00 | 0 | 809 | 144 | 1 | 24 | 3 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 986 |
| 08:00 | 0 | 607 | 107 | 2 | 20 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 740 |
| 09:00 | 0 | 472 | 81 | 2 | 17 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 577 |
| 10:00 | 0 | 463 | 85 | 1 | 14 | 4 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 571 |
| 11:00 | 0 | 440 | 78 | 1 | 16 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 543 |
| 12:00 PM | 0 | 548 | 101 | 3 | 22 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 680 |
| 13:00 | 2 | 588 | 102 | 0 | 26 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 723 |
| 14:00 | 0 | 584 | 110 | 2 | 16 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 716 |
| 15:00 | 1 | 638 | 104 | 1 | 22 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 772 |
| 16:00 | 1 | 626 | 107 | 0 | 17 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 755 |
| 17:00 | 2 | 597 | 107 | 0 | 16 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 727 |
| 18:00 | 0 | 373 | 65 | 0 | 7 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 447 |
| 19:00 | 0 | 340 | 60 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 411 |
| 20:00 | 0 | 314 | 49 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 373 |
| 21:00 | 0 | 219 | 36 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 261 |
| 22:00 | 0 | 214 | 33 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 254 |
| 23:00 | 0 | 114 | 22 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 144 |
| **Totals** | **6** | **10592** | **1908** | **17** | **347** | **22** | **7** | **30** | **23** | | **6** | | | **12958** |
| **% of Totals** | 0% | 82% | 15% | 0% | 3% | 0% | 0% | 0% | 0% | | 0% | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Volumes** | 0 | 5437 | 1012 | 9 | 186 | 15 | 3 | 15 | 15 | 0 | 3 | 0 | 0 | 6695 |
| **% AM** | | 42% | 8% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 52% |
| **AM Peak Hour** | | 06:00 | 05:00 | 08:00 | 07:00 | 10:00 | 10:00 | 11:00 | 06:00 | | | | | 06:00 |
| **Volume** | | 812 | 155 | 2 | 24 | 4 | 2 | 6 | 3 | | 1 | | | 991 |
| **PM Volumes** | 6 | 5155 | 896 | 8 | 161 | 7 | 4 | 15 | 8 | 0 | 3 | 0 | 0 | 6263 |
| **% PM** | 0% | 40% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 48% |
| **PM Peak Hour** | 13:00 | 15:00 | 14:00 | 12:00 | 13:00 | 13:00 | 15:00 | 14:00 | 12:00 | | 13:00 | | | 15:00 |
| **Volume** | 2 | 638 | 110 | 3 | 26 | 3 | 2 | 4 | 2 | | 1 | | | 772 |

| **Directional Peak Periods** | **AM 7-9** | | | **NOON 12-2** | | | **PM 4-6** | | | **Off Peak Volumes** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **All Classes** | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % |
| | 1726 | | 13% | 1403 | | 11% | 1482 | | 11% | 8347 | | 64% |

**Classification Definitions**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

## Ramona Expy E/O Lyon Ave

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_008

**Summary**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 230 | 38 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 273 |
| 01:00 | 0 | 173 | 41 | 0 | 12 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 231 |
| 02:00 | 0 | 191 | 32 | 1 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 236 |
| 03:00 | 0 | 376 | 67 | 0 | 13 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 459 |
| 04:00 | 0 | 712 | 139 | 1 | 29 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 887 |
| 05:00 | 0 | 915 | 194 | 0 | 29 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1145 |
| 06:00 | 0 | 1248 | 238 | 3 | 48 | 7 | 0 | 7 | 10 | 0 | 1 | 0 | 0 | 1562 |
| 07:00 | 0 | 1513 | 272 | 2 | 45 | 4 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 1844 |
| 08:00 | 0 | 1203 | 222 | 3 | 43 | 6 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 1485 |
| 09:00 | 0 | 976 | 188 | 7 | 35 | 5 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 1218 |
| 10:00 | 1 | 938 | 202 | 4 | 30 | 10 | 2 | 3 | 4 | 0 | 2 | 0 | 0 | 1196 |
| 11:00 | 0 | 919 | 182 | 3 | 30 | 4 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 1151 |
| 12:00 PM | 0 | 1061 | 203 | 7 | 38 | 5 | 0 | 4 | 6 | 0 | 2 | 0 | 0 | 1326 |
| 13:00 | 2 | 1167 | 219 | 1 | 31 | 4 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1427 |
| 14:00 | 0 | 1335 | 265 | 4 | 32 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1644 |
| 15:00 | 1 | 1521 | 280 | 2 | 44 | 2 | 2 | 3 | 3 | 0 | 1 | 0 | 0 | 1859 |
| 16:00 | 1 | 1562 | 298 | 1 | 40 | 3 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 1911 |
| 17:00 | 2 | 1493 | 309 | 0 | 31 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 1841 |
| 18:00 | 0 | 1191 | 229 | 0 | 18 | 1 | 0 | 3 | 4 | 0 | 3 | 0 | 0 | 1449 |
| 19:00 | 1 | 954 | 172 | 2 | 16 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1147 |
| 20:00 | 0 | 765 | 134 | 0 | 14 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 918 |
| 21:00 | 0 | 591 | 104 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 707 |
| 22:00 | 0 | 542 | 89 | 1 | 7 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 642 |
| 23:00 | 0 | 375 | 71 | 0 | 6 | 0 | 0 | 1 | 5 | 0 | 1 | 0 | 0 | 459 |
| Totals | 8 | 21951 | 4188 | 42 | 616 | 59 | 7 | 61 | 70 | | 15 | | | 27017 |
| % of Totals | 0% | 81% | 16% | 0% | 2% | 0% | 0% | 0% | 0% | | 0% | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Volumes | 1 | 9394 | 1815 | 24 | 329 | 40 | 3 | 35 | 41 | 0 | 5 | 0 | 0 | 11687 |
| % AM | 0% | 35% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 43% |
| AM Peak Hour | 10:00 | 07:00 | 07:00 | 09:00 | 06:00 | 10:00 | 10:00 | 11:00 | 06:00 | | 10:00 | | | 07:00 |
| Volume | 1 | 1513 | 272 | 7 | 48 | 10 | 2 | 9 | 10 | | 2 | | | 1844 |
| PM Volumes | 7 | 12557 | 2373 | 18 | 287 | 19 | 4 | 26 | 29 | 0 | 10 | 0 | 0 | 15330 |
| % PM | 0% | 46% | 9% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 57% |
| PM Peak Hour | 13:00 | 16:00 | 17:00 | 12:00 | 15:00 | 12:00 | 15:00 | 12:00 | 12:00 | | 18:00 | | | 16:00 |
| Volume | 2 | 1562 | 309 | 7 | 44 | 5 | 2 | 4 | 6 | | 3 | | | 1911 |

| Directional Peak Periods | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All Classes | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % |
| | 3329 | | 12% | 2753 | | 10% | 3752 | | 14% | 17183 | | 64% |

**Classification Definitions**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

| DAILY TOTALS | NB | SB | EB | WB | Tot |
|---|---|---|---|---|---|
| | 0 | 0 | 14,059 | 12,958 | 27,0 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 35 | | 22 | | 57 | | 12:00 | 0 | 0 | 190 | | 169 | | 359 |
| 00:15 | 0 | 0 | 53 | | 31 | | 84 | | 12:15 | 0 | 0 | 148 | | 169 | | 317 |
| 00:30 | 0 | 0 | 46 | | 27 | | 73 | | 12:30 | 0 | 0 | 132 | | 168 | | 300 |
| 00:45 | 0 | 0 | 40 | 174 | 19 | 99 | 59 | 273 | 12:45 | 0 | 0 | 176 | 646 | 174 | 680 | 350 |
| 01:00 | 0 | 0 | 36 | | 24 | | 60 | | 13:00 | 0 | 0 | 147 | | 169 | | 316 |
| 01:15 | 0 | 0 | 22 | | 25 | | 47 | | 13:15 | 0 | 0 | 183 | | 193 | | 376 |
| 01:30 | 0 | 0 | 37 | | 27 | | 64 | | 13:30 | 0 | 0 | 186 | | 164 | | 350 |
| 01:45 | 0 | 0 | 38 | 133 | 22 | 98 | 60 | 231 | 13:45 | 0 | 0 | 188 | 704 | 197 | 723 | 385 |
| 02:00 | 0 | 0 | 26 | | 27 | | 53 | | 14:00 | 0 | 0 | 195 | | 195 | | 390 |
| 02:15 | 0 | 0 | 21 | | 35 | | 56 | | 14:15 | 0 | 0 | 215 | | 153 | | 368 |
| 02:30 | 0 | 0 | 19 | | 52 | | 71 | | 14:30 | 0 | 0 | 256 | | 179 | | 435 |
| 02:45 | 0 | 0 | 22 | 88 | 34 | 148 | 56 | 236 | 14:45 | 0 | 0 | 262 | 928 | 189 | 716 | 451 |
| 03:00 | 0 | 0 | 29 | | 64 | | 93 | | 15:00 | 0 | 0 | 278 | | 169 | | 447 |
| 03:15 | 0 | 0 | 32 | | 79 | | 111 | | 15:15 | 0 | 0 | 264 | | 238 | | 502 |
| 03:30 | 0 | 0 | 25 | | 81 | | 106 | | 15:30 | 0 | 0 | 263 | | 171 | | 434 |
| 03:45 | 0 | 0 | 34 | 120 | 115 | 339 | 149 | 459 | 15:45 | 0 | 0 | 282 | 1087 | 194 | 772 | 476 |
| 04:00 | 0 | 0 | 23 | | 143 | | 166 | | 16:00 | 0 | 0 | 315 | | 205 | | 520 |
| 04:15 | 0 | 0 | 35 | | 202 | | 237 | | 16:15 | 0 | 0 | 289 | | 197 | | 486 |
| 04:30 | 0 | 0 | 34 | | 209 | | 243 | | 16:30 | 0 | 0 | 261 | | 192 | | 453 |
| 04:45 | 0 | 0 | 70 | 162 | 171 | 725 | 241 | 887 | 16:45 | 0 | 0 | 291 | 1156 | 161 | 755 | 452 |
| 05:00 | 0 | 0 | 48 | | 205 | | 253 | | 17:00 | 0 | 0 | 277 | | 236 | | 513 |
| 05:15 | 0 | 0 | 52 | | 233 | | 285 | | 17:15 | 0 | 0 | 289 | | 188 | | 477 |
| 05:30 | 0 | 0 | 79 | | 246 | | 325 | | 17:30 | 0 | 0 | 269 | | 160 | | 429 |
| 05:45 | 0 | 0 | 88 | 267 | 194 | 878 | 282 | 1145 | 17:45 | 0 | 0 | 279 | 1114 | 143 | 727 | 422 |
| 06:00 | 0 | 0 | 87 | | 239 | | 326 | | 18:00 | 0 | 0 | 273 | | 109 | | 382 |
| 06:15 | 0 | 0 | 113 | | 255 | | 368 | | 18:15 | 0 | 0 | 262 | | 137 | | 399 |
| 06:30 | 0 | 0 | 136 | | 267 | | 403 | | 18:30 | 0 | 0 | 250 | | 109 | | 359 |
| 06:45 | 0 | 0 | 235 | 571 | 230 | 991 | 465 | 1562 | 18:45 | 0 | 0 | 217 | 1002 | 92 | 447 | 309 |
| 07:00 | 0 | 0 | 192 | | 289 | | 481 | | 19:00 | 0 | 0 | 199 | | 100 | | 299 |
| 07:15 | 0 | 0 | 215 | | 249 | | 464 | | 19:15 | 0 | 0 | 208 | | 90 | | 298 |
| 07:30 | 0 | 0 | 212 | | 266 | | 478 | | 19:30 | 0 | 0 | 187 | | 112 | | 299 |
| 07:45 | 0 | 0 | 239 | 858 | 182 | 986 | 421 | 1844 | 19:45 | 0 | 0 | 142 | 736 | 109 | 411 | 251 |
| 08:00 | 0 | 0 | 210 | | 202 | | 412 | | 20:00 | 0 | 0 | 150 | | 91 | | 241 |
| 08:15 | 0 | 0 | 181 | | 191 | | 372 | | 20:15 | 0 | 0 | 139 | | 99 | | 238 |
| 08:30 | 0 | 0 | 162 | | 185 | | 347 | | 20:30 | 0 | 0 | 144 | | 95 | | 239 |
| 08:45 | 0 | 0 | 192 | 745 | 162 | 740 | 354 | 1485 | 20:45 | 0 | 0 | 112 | 545 | 88 | 373 | 200 |
| 09:00 | 0 | 0 | 170 | | 165 | | 335 | | 21:00 | 0 | 0 | 125 | | 82 | | 207 |
| 09:15 | 0 | 0 | 156 | | 153 | | 309 | | 21:15 | 0 | 0 | 120 | | 60 | | 180 |
| 09:30 | 0 | 0 | 149 | | 137 | | 286 | | 21:30 | 0 | 0 | 95 | | 65 | | 160 |
| 09:45 | 0 | 0 | 166 | 641 | 122 | 577 | 288 | 1218 | 21:45 | 0 | 0 | 106 | 446 | 54 | 261 | 160 |
| 10:00 | 0 | 0 | 149 | | 144 | | 293 | | 22:00 | 0 | 0 | 94 | | 64 | | 158 |
| 10:15 | 0 | 0 | 150 | | 141 | | 291 | | 22:15 | 0 | 0 | 128 | | 81 | | 209 |
| 10:30 | 0 | 0 | 169 | | 151 | | 320 | | 22:30 | 0 | 0 | 69 | | 67 | | 136 |
| 10:45 | 0 | 0 | 157 | 625 | 135 | 571 | 292 | 1196 | 22:45 | 0 | 0 | 97 | 388 | 42 | 254 | 139 |
| 11:00 | 0 | 0 | 146 | | 147 | | 293 | | 23:00 | 0 | 0 | 108 | | 46 | | 154 |
| 11:15 | 0 | 0 | 152 | | 134 | | 286 | | 23:15 | 0 | 0 | 79 | | 38 | | 117 |
| 11:30 | 0 | 0 | 157 | | 142 | | 299 | | 23:30 | 0 | 0 | 72 | | 34 | | 106 |
| 11:45 | 0 | 0 | 153 | 608 | 120 | 543 | 273 | 1151 | 23:45 | 0 | 0 | 56 | 315 | 26 | 144 | 82 |
| TOTALS | | | | 4992 | | 6695 | | 11687 | TOTALS | | | | 9067 | | 6263 | |
| SPLIT % | | | | 42.7% | | 57.3% | | 43.3% | SPLIT % | | | | 59.1% | | 40.9% | |



| DAILY TOTALS | NB | SB | EB | WB | Tot |
|---|---|---|---|---|---|
| | 0 | 0 | 14,059 | 12,958 | 27,0 |

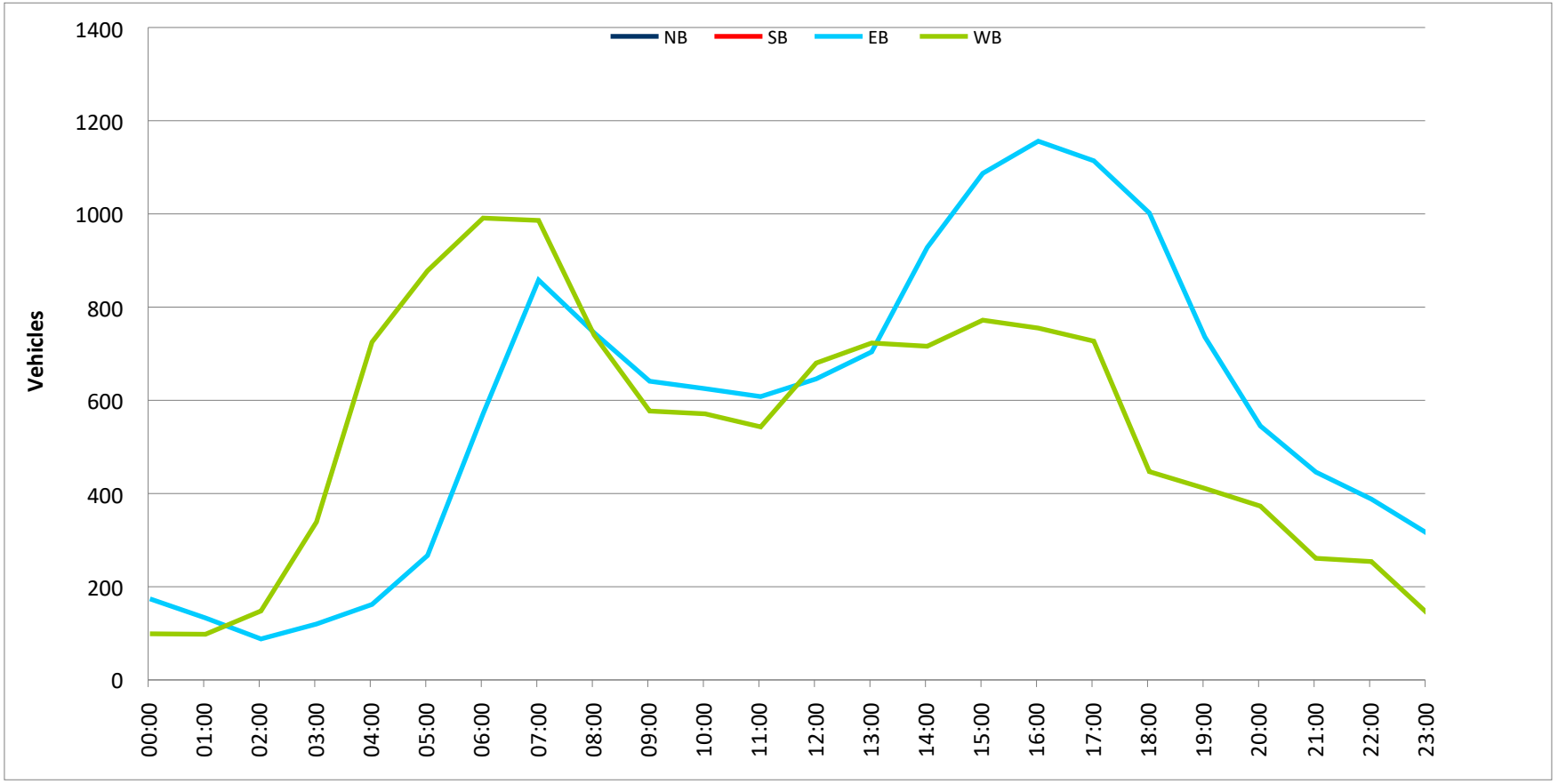


| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 07:15 | 06:15 | 06:45 | PM Peak Hour | 16:00 | 15:15 |
| AM Pk Volume | | | 876 | 1041 | 1888 | PM Pk Volume | 1156 | 808 |
| Pk Hr Factor | | | 0.916 | 0.901 | 0.981 | Pk Hr Factor | 0.917 | 0.849 |
| 7 - 9 Volume | 0 | 0 | 1603 | 1726 | 3329 | 4 - 6 Volume | 0 0 | 2270 1482 |
| 7 - 9 Peak Hour | | | 07:15 | 07:00 | 07:00 | 4 - 6 Peak Hour | 16:00 | 16:15 |
| 7 - 9 Pk Volume | 0 | 0 | 876 | 986 | 1844 | 4 - 6 Pk Volume | 0 0 | 1156 786 |
| Pk Hr Factor | 0.000 | 0.000 | 0.916 | 0.853 | 0.958 | Pk Hr Factor | 0.000 0.000 | 0.917 0.833 |

Prepared by NDS/ATD

**Project #:** CA19_6064_008 **City:** San Jacinto

**Location:** Ramona Expy E/O Lyon Ave **Date:** 5/7/2019



Prepared by NDS/ATD

# VOLUME

Lyon Ave S/O Esplanade Ave

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 3,870 | 3,548 | 0 | 0 | 7,418 |

| AM Period | NB | | SB | | EB | WB | TOTAL | | PM Period | NB | | SB | | EB | WB | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 3 | | 4 | | | | 7 | | 12:00 | 82 | | 53 | | | | 135 | |
| 00:15 | 6 | | 9 | | | | 15 | | 12:15 | 65 | | 55 | | | | 120 | |
| 00:30 | 2 | | 5 | | | | 7 | | 12:30 | 51 | | 48 | | | | 99 | |
| 00:45 | 4 | 15 | 0 | 18 | | | 4 | 33 | 12:45 | 89 | 287 | 57 | 213 | | | 146 | 500 |
| 01:00 | 5 | | 1 | | | | 6 | | 13:00 | 87 | | 49 | | | | 136 | |
| 01:15 | 2 | | 3 | | | | 5 | | 13:15 | 77 | | 67 | | | | 144 | |
| 01:30 | 1 | | 3 | | | | 4 | | 13:30 | 86 | | 60 | | | | 146 | |
| 01:45 | 5 | 13 | 0 | 7 | | | 5 | 20 | 13:45 | 84 | 334 | 55 | 231 | | | 139 | 565 |
| 02:00 | 2 | | 5 | | | | 7 | | 14:00 | 80 | | 76 | | | | 156 | |
| 02:15 | 3 | | 0 | | | | 3 | | 14:15 | 88 | | 68 | | | | 156 | |
| 02:30 | 3 | | 6 | | | | 9 | | 14:30 | 92 | | 71 | | | | 163 | |
| 02:45 | 2 | 10 | 1 | 12 | | | 3 | 22 | 14:45 | 66 | 326 | 76 | 291 | | | 142 | 617 |
| 03:00 | 1 | | 2 | | | | 3 | | 15:00 | 65 | | 59 | | | | 124 | |
| 03:15 | 3 | | 5 | | | | 8 | | 15:15 | 48 | | 87 | | | | 135 | |
| 03:30 | 5 | | 4 | | | | 9 | | 15:30 | 72 | | 82 | | | | 154 | |
| 03:45 | 8 | 17 | 6 | 17 | | | 14 | 34 | 15:45 | 67 | 252 | 99 | 327 | | | 166 | 579 |
| 04:00 | 5 | | 9 | | | | 14 | | 16:00 | 67 | | 77 | | | | 144 | |
| 04:15 | 7 | | 10 | | | | 17 | | 16:15 | 72 | | 95 | | | | 167 | |
| 04:30 | 14 | | 8 | | | | 22 | | 16:30 | 79 | | 82 | | | | 161 | |
| 04:45 | 9 | 35 | 9 | 36 | | | 18 | 71 | 16:45 | 75 | 293 | 73 | 327 | | | 148 | 620 |
| 05:00 | 12 | | 6 | | | | 18 | | 17:00 | 75 | | 64 | | | | 139 | |
| 05:15 | 17 | | 8 | | | | 25 | | 17:15 | 77 | | 82 | | | | 159 | |
| 05:30 | 25 | | 18 | | | | 43 | | 17:30 | 68 | | 82 | | | | 150 | |
| 05:45 | 22 | 76 | 19 | 51 | | | 41 | 127 | 17:45 | 65 | 285 | 61 | 289 | | | 126 | 574 |
| 06:00 | 36 | | 16 | | | | 52 | | 18:00 | 47 | | 61 | | | | 108 | |
| 06:15 | 35 | | 19 | | | | 54 | | 18:15 | 39 | | 39 | | | | 78 | |
| 06:30 | 31 | | 30 | | | | 61 | | 18:30 | 40 | | 65 | | | | 105 | |
| 06:45 | 43 | 145 | 30 | 95 | | | 73 | 240 | 18:45 | 54 | 180 | 45 | 210 | | | 99 | 390 |
| 07:00 | 61 | | 50 | | | | 111 | | 19:00 | 46 | | 35 | | | | 81 | |
| 07:15 | 54 | | 75 | | | | 129 | | 19:15 | 36 | | 22 | | | | 58 | |
| 07:30 | 58 | | 52 | | | | 110 | | 19:30 | 36 | | 40 | | | | 76 | |
| 07:45 | 56 | 229 | 51 | 228 | | | 107 | 457 | 19:45 | 27 | 145 | 25 | 122 | | | 52 | 267 |
| 08:00 | 40 | | 46 | | | | 86 | | 20:00 | 43 | | 36 | | | | 79 | |
| 08:15 | 49 | | 64 | | | | 113 | | 20:15 | 28 | | 17 | | | | 45 | |
| 08:30 | 50 | | 60 | | | | 110 | | 20:30 | 23 | | 28 | | | | 51 | |
| 08:45 | 42 | 181 | 63 | 233 | | | 105 | 414 | 20:45 | 24 | 118 | 38 | 119 | | | 62 | 237 |
| 09:00 | 67 | | 49 | | | | 116 | | 21:00 | 24 | | 28 | | | | 52 | |
| 09:15 | 70 | | 31 | | | | 101 | | 21:15 | 23 | | 11 | | | | 34 | |
| 09:30 | 59 | | 36 | | | | 95 | | 21:30 | 18 | | 13 | | | | 31 | |
| 09:45 | 62 | 258 | 43 | 159 | | | 105 | 417 | 21:45 | 10 | 75 | 16 | 68 | | | 26 | 143 |
| 10:00 | 50 | | 50 | | | | 100 | | 22:00 | 10 | | 21 | | | | 31 | |
| 10:15 | 64 | | 50 | | | | 114 | | 22:15 | 11 | | 11 | | | | 22 | |
| 10:30 | 64 | | 46 | | | | 110 | | 22:30 | 7 | | 6 | | | | 13 | |
| 10:45 | 71 | 249 | 69 | 215 | | | 140 | 464 | 22:45 | 5 | 33 | 14 | 52 | | | 19 | 85 |
| 11:00 | 78 | | 45 | | | | 123 | | 23:00 | 7 | | 7 | | | | 14 | |
| 11:15 | 69 | | 44 | | | | 113 | | 23:15 | 9 | | 9 | | | | 18 | |
| 11:30 | 64 | | 63 | | | | 127 | | 23:30 | 3 | | 9 | | | | 12 | |
| 11:45 | 79 | 290 | 44 | 196 | | | 123 | 486 | 23:45 | 5 | 24 | 7 | 32 | | | 12 | 56 |
| TOTALS | | 1518 | | 1267 | | | | 2785 | TOTALS | | 2352 | | 2281 | | | | 4633 |
| SPLIT % | | 54.5% | | 45.5% | | | | 37.5% | SPLIT % | | 50.8% | | 49.2% | | | | 62.5% |

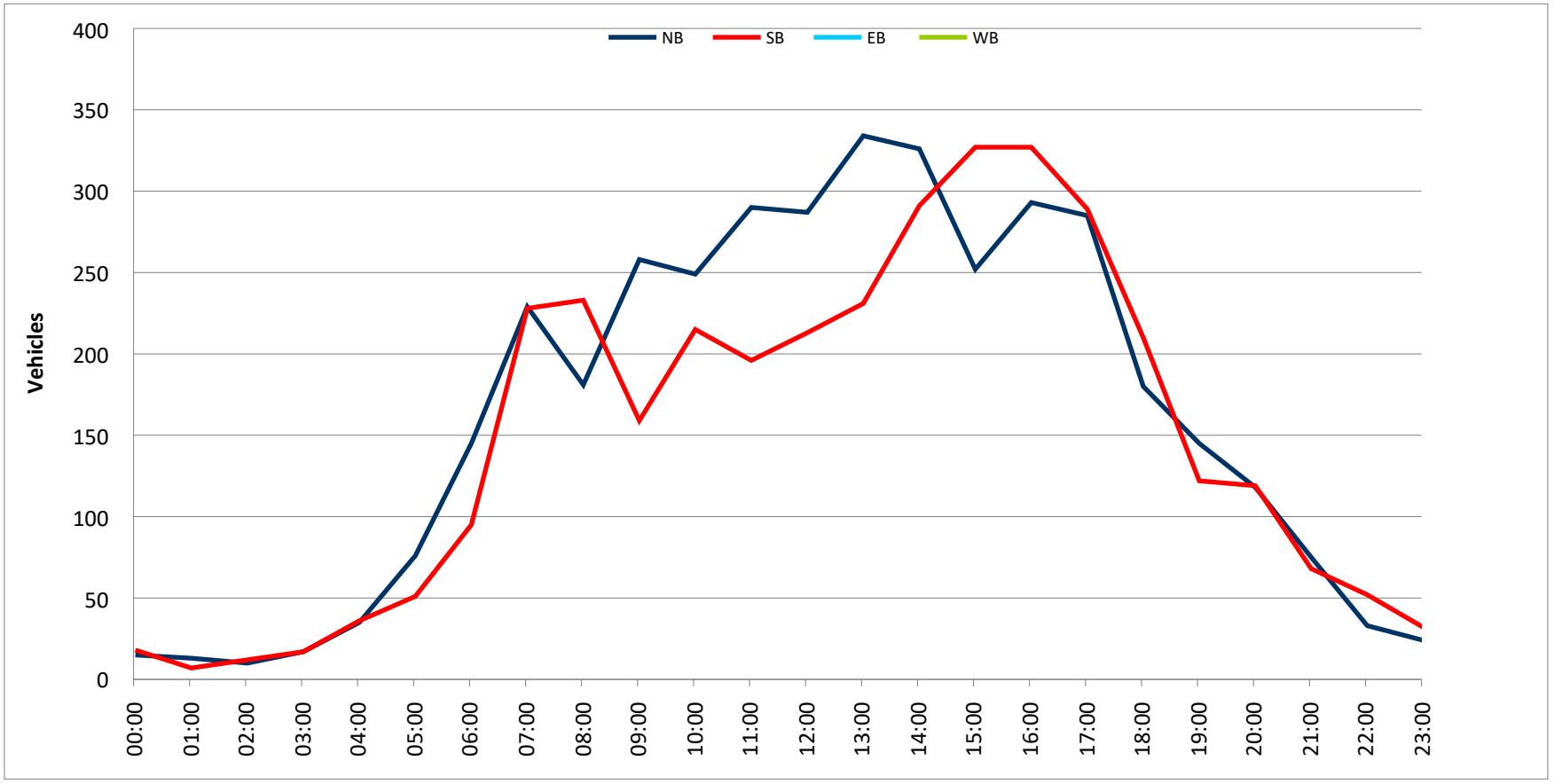
| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 3,870 | 3,548 | 0 | 0 | 7,418 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 11:15 | 08:15 | | | 11:30 | PM Peak Hour | 13:45 | 15:30 | | | 15:45 |
| AM Pk Volume | 294 | 236 | | | 505 | PM Pk Volume | 344 | 353 | | | 638 |
| Pk Hr Factor | 0.896 | 0.922 | | | 0.935 | Pk Hr Factor | 0.935 | 0.891 | | | 0.955 |
| 7 - 9 Volume | 410 | 461 | 0 | 0 | 871 | 4 - 6 Volume | 578 | 616 | 0 | 0 | 1194 |
| 7 - 9 Peak Hour | 07:00 | 08:00 | | | 07:00 | 4 - 6 Peak Hour | 16:30 | 16:00 | | | 16:00 |
| 7 - 9 Pk Volume | 229 | 233 | 0 | 0 | 457 | 4 - 6 Pk Volume | 306 | 327 | 0 | 0 | 620 |
| Pk Hr Factor | 0.939 | 0.910 | 0.000 | 0.000 | 0.886 | Pk Hr Factor | 0.968 | 0.861 | 0.000 | 0.000 | 0.928 |

Prepared by NDS/ATD

**Project #:** CA19_6064_009 **City:** San Jacinto

**Location:** Lyon Ave S/O Esplanade Ave **Date:** 5/7/2019



Prepared by NDS/ATD

# VOLUME

State St N/O Quandt Ranch Rd

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_010

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 7,073 | 7,021 | 0 | 0 | 14,094 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 5 | | 12 | | | | | | 17 | |
| 00:15 | 8 | | 11 | | | | | | 19 | |
| 00:30 | 9 | | 6 | | | | | | 15 | |
| 00:45 | 9 | 31 | 7 | 36 | | | | | 16 | 67 |
| 01:00 | 7 | | 11 | | | | | | 18 | |
| 01:15 | 8 | | 8 | | | | | | 16 | |
| 01:30 | 7 | | 11 | | | | | | 18 | |
| 01:45 | 5 | 27 | 7 | 37 | | | | | 12 | 64 |
| 02:00 | 17 | | 5 | | | | | | 22 | |
| 02:15 | 11 | | 3 | | | | | | 14 | |
| 02:30 | 12 | | 4 | | | | | | 16 | |
| 02:45 | 18 | 58 | 7 | 19 | | | | | 25 | 77 |
| 03:00 | 30 | | 3 | | | | | | 33 | |
| 03:15 | 30 | | 4 | | | | | | 34 | |
| 03:30 | 58 | | 7 | | | | | | 65 | |
| 03:45 | 64 | 182 | 7 | 21 | | | | | 71 | 203 |
| 04:00 | 75 | | 5 | | | | | | 80 | |
| 04:15 | 88 | | 4 | | | | | | 92 | |
| 04:30 | 88 | | 6 | | | | | | 94 | |
| 04:45 | 112 | 363 | 6 | 21 | | | | | 118 | 384 |
| 05:00 | 107 | | 7 | | | | | | 114 | |
| 05:15 | 164 | | 12 | | | | | | 176 | |
| 05:30 | 111 | | 16 | | | | | | 127 | |
| 05:45 | 140 | 522 | 29 | 64 | | | | | 169 | 586 |
| 06:00 | 179 | | 30 | | | | | | 209 | |
| 06:15 | 199 | | 36 | | | | | | 235 | |
| 06:30 | 176 | | 58 | | | | | | 234 | |
| 06:45 | 171 | 725 | 69 | 193 | | | | | 240 | 918 |
| 07:00 | 156 | | 62 | | | | | | 218 | |
| 07:15 | 149 | | 77 | | | | | | 226 | |
| 07:30 | 164 | | 111 | | | | | | 275 | |
| 07:45 | 100 | 569 | 90 | 340 | | | | | 190 | 909 |
| 08:00 | 116 | | 101 | | | | | | 217 | |
| 08:15 | 96 | | 83 | | | | | | 179 | |
| 08:30 | 116 | | 86 | | | | | | 202 | |
| 08:45 | 96 | 424 | 75 | 345 | | | | | 171 | 769 |
| 09:00 | 83 | | 69 | | | | | | 152 | |
| 09:15 | 89 | | 66 | | | | | | 155 | |
| 09:30 | 76 | | 84 | | | | | | 160 | |
| 09:45 | 74 | 322 | 98 | 317 | | | | | 172 | 639 |
| 10:00 | 96 | | 85 | | | | | | 181 | |
| 10:15 | 71 | | 100 | | | | | | 171 | |
| 10:30 | 68 | | 114 | | | | | | 182 | |
| 10:45 | 90 | 325 | 97 | 396 | | | | | 187 | 721 |
| 11:00 | 81 | | 117 | | | | | | 198 | |
| 11:15 | 84 | | 106 | | | | | | 190 | |
| 11:30 | 93 | | 129 | | | | | | 222 | |
| 11:45 | 84 | 342 | 110 | 462 | | | | | 194 | 804 |
| TOTALS | | 3890 | | 2251 | | | | | | 6141 |
| SPLIT % | | 63.3% | | 36.7% | | | | | | 43.6% |

| PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | 91 | | 111 | | | | | | 202 | |
| 12:15 | 100 | | 97 | | | | | | 197 | |
| 12:30 | 106 | | 130 | | | | | | 236 | |
| 12:45 | 82 | 379 | 105 | 443 | | | | | 187 | 822 |
| 13:00 | 120 | | 113 | | | | | | 233 | |
| 13:15 | 97 | | 126 | | | | | | 223 | |
| 13:30 | 81 | | 121 | | | | | | 202 | |
| 13:45 | 99 | 397 | 130 | 490 | | | | | 229 | 887 |
| 14:00 | 83 | | 107 | | | | | | 190 | |
| 14:15 | 85 | | 134 | | | | | | 219 | |
| 14:30 | 90 | | 165 | | | | | | 255 | |
| 14:45 | 108 | 366 | 121 | 527 | | | | | 229 | 893 |
| 15:00 | 69 | | 113 | | | | | | 182 | |
| 15:15 | 90 | | 115 | | | | | | 205 | |
| 15:30 | 127 | | 152 | | | | | | 279 | |
| 15:45 | 97 | 383 | 161 | 541 | | | | | 258 | 924 |
| 16:00 | 91 | | 159 | | | | | | 250 | |
| 16:15 | 95 | | 144 | | | | | | 239 | |
| 16:30 | 101 | | 139 | | | | | | 240 | |
| 16:45 | 94 | 381 | 152 | 594 | | | | | 246 | 975 |
| 17:00 | 113 | | 169 | | | | | | 282 | |
| 17:15 | 94 | | 155 | | | | | | 249 | |
| 17:30 | 93 | | 156 | | | | | | 249 | |
| 17:45 | 94 | 394 | 142 | 622 | | | | | 236 | 1016 |
| 18:00 | 83 | | 116 | | | | | | 199 | |
| 18:15 | 58 | | 134 | | | | | | 192 | |
| 18:30 | 58 | | 114 | | | | | | 172 | |
| 18:45 | 49 | 248 | 88 | 452 | | | | | 137 | 700 |
| 19:00 | 59 | | 96 | | | | | | 155 | |
| 19:15 | 51 | | 79 | | | | | | 130 | |
| 19:30 | 60 | | 75 | | | | | | 135 | |
| 19:45 | 42 | 212 | 85 | 335 | | | | | 127 | 547 |
| 20:00 | 44 | | 91 | | | | | | 135 | |
| 20:15 | 48 | | 71 | | | | | | 119 | |
| 20:30 | 50 | | 90 | | | | | | 140 | |
| 20:45 | 35 | 177 | 75 | 327 | | | | | 110 | 504 |
| 21:00 | 28 | | 78 | | | | | | 106 | |
| 21:15 | 38 | | 69 | | | | | | 107 | |
| 21:30 | 31 | | 46 | | | | | | 77 | |
| 21:45 | 31 | 128 | 36 | 229 | | | | | 67 | 357 |
| 22:00 | 20 | | 37 | | | | | | 57 | |
| 22:15 | 21 | | 27 | | | | | | 48 | |
| 22:30 | 14 | | 25 | | | | | | 39 | |
| 22:45 | 14 | 69 | 26 | 115 | | | | | 40 | 184 |
| 23:00 | 15 | | 29 | | | | | | 44 | |
| 23:15 | 15 | | 25 | | | | | | 40 | |
| 23:30 | 8 | | 22 | | | | | | 30 | |
| 23:45 | 11 | 49 | 19 | 95 | | | | | 30 | 144 |
| TOTALS | | 3183 | | 4770 | | | | | | 7953 |
| SPLIT % | | 40.0% | | 60.0% | | | | | | 56.4% |

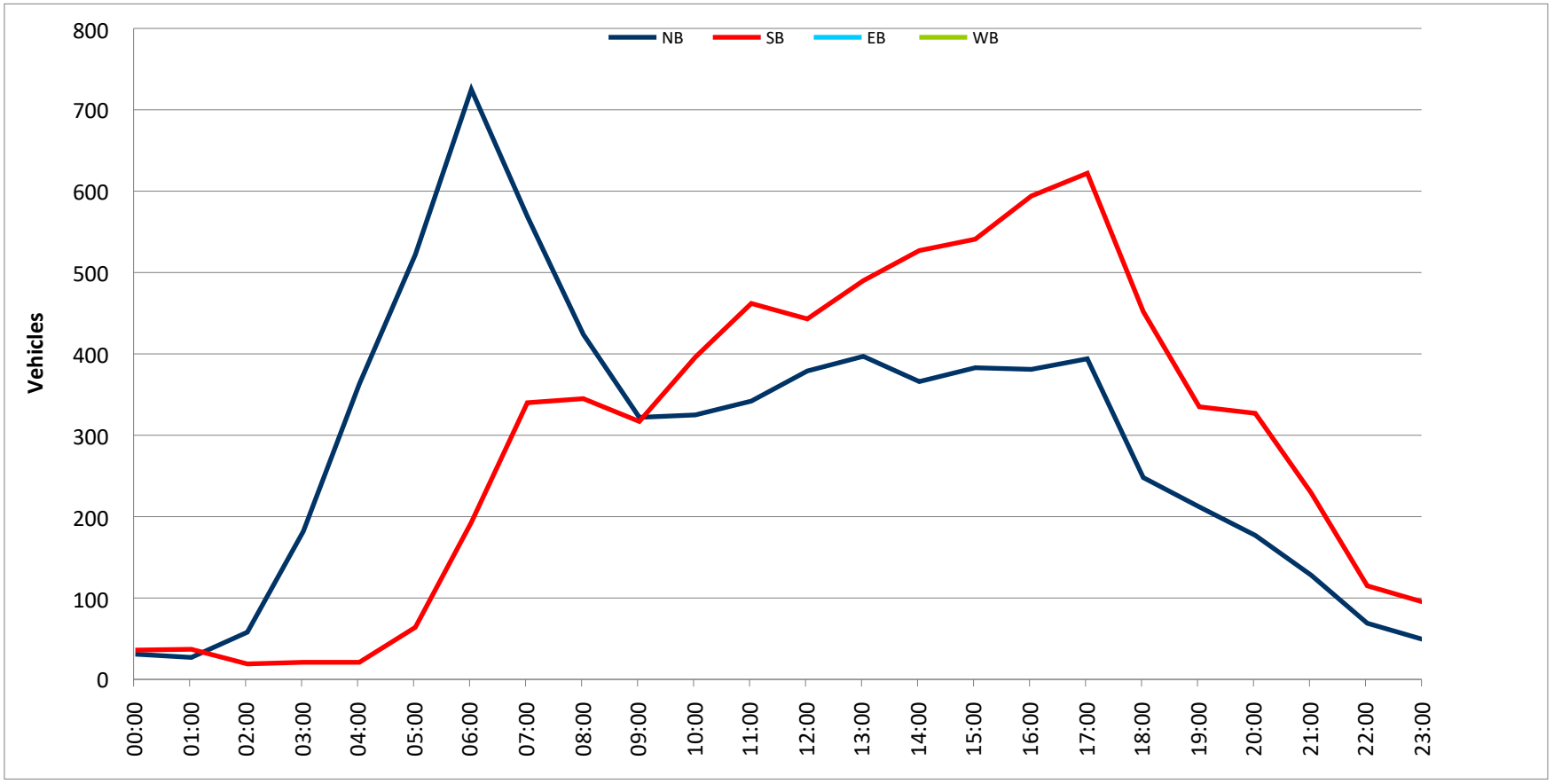

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 7,073 | 7,021 | 0 | 0 | 14,094 |


| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 06:00 | 11:00 | | | 06:45 | PM Peak Hour | 15:30 | 16:45 | | | 15:30 |
| AM Pk Volume | 725 | 462 | | | 959 | PM Pk Volume | 410 | 632 | | | 1026 |
| Pk Hr Factor | 0.911 | 0.895 | | | 0.872 | Pk Hr Factor | 0.807 | 0.935 | | | 0.919 |
| 7 - 9 Volume | 993 | 685 | 0 | 0 | 1678 | 4 - 6 Volume | 775 | 1216 | 0 | 0 | 1991 |
| 7 - 9 Peak Hour | 07:00 | 07:30 | | | 07:00 | 4 - 6 Peak Hour | 16:15 | 16:45 | | | 16:45 |
| 7 - 9 Pk Volume | 569 | 385 | 0 | 0 | 909 | 4 - 6 Pk Volume | 403 | 632 | 0 | 0 | 1026 |
| Pk Hr Factor | 0.867 | 0.867 | 0.000 | 0.000 | 0.826 | Pk Hr Factor | 0.892 | 0.935 | 0.000 | 0.000 | 0.910 |

Prepared by NDS/ATD

**Project #:** CA19_6064_010 **City:** San Jacinto

**Location:** State St N/O Quandt Ranch Rd **Date:** 5/7/2019



Prepared by NDS/ATD

# VOLUME

State St S/O Ramona Expy

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_011

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 12,566 | 11,573 | 0 | 0 | 24,139 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 26 | | 36 | | | | | | 62 | |
| 00:15 | 20 | | 33 | | | | | | 53 | |
| 00:30 | 19 | | 28 | | | | | | 47 | |
| 00:45 | 14 | 79 | 25 | 122 | | | | | 39 | 201 |
| 01:00 | 12 | | 15 | | | | | | 27 | |
| 01:15 | 14 | | 25 | | | | | | 39 | |
| 01:30 | 21 | | 19 | | | | | | 40 | |
| 01:45 | 13 | 60 | 28 | 87 | | | | | 41 | 147 |
| 02:00 | 29 | | 22 | | | | | | 51 | |
| 02:15 | 22 | | 17 | | | | | | 39 | |
| 02:30 | 29 | | 13 | | | | | | 42 | |
| 02:45 | 26 | 106 | 14 | 66 | | | | | 40 | 172 |
| 03:00 | 47 | | 23 | | | | | | 70 | |
| 03:15 | 42 | | 20 | | | | | | 62 | |
| 03:30 | 73 | | 21 | | | | | | 94 | |
| 03:45 | 67 | 229 | 28 | 92 | | | | | 95 | 321 |
| 04:00 | 95 | | 23 | | | | | | 118 | |
| 04:15 | 113 | | 25 | | | | | | 138 | |
| 04:30 | 113 | | 33 | | | | | | 146 | |
| 04:45 | 110 | 431 | 49 | 130 | | | | | 159 | 561 |
| 05:00 | 126 | | 43 | | | | | | 169 | |
| 05:15 | 160 | | 48 | | | | | | 208 | |
| 05:30 | 155 | | 51 | | | | | | 206 | |
| 05:45 | 152 | 593 | 74 | 216 | | | | | 226 | 809 |
| 06:00 | 177 | | 64 | | | | | | 241 | |
| 06:15 | 147 | | 74 | | | | | | 221 | |
| 06:30 | 163 | | 98 | | | | | | 261 | |
| 06:45 | 164 | 651 | 137 | 373 | | | | | 301 | 1024 |
| 07:00 | 179 | | 130 | | | | | | 309 | |
| 07:15 | 219 | | 182 | | | | | | 401 | |
| 07:30 | 243 | | 191 | | | | | | 434 | |
| 07:45 | 232 | 873 | 241 | 744 | | | | | 473 | 1617 |
| 08:00 | 161 | | 187 | | | | | | 348 | |
| 08:15 | 175 | | 171 | | | | | | 346 | |
| 08:30 | 175 | | 162 | | | | | | 337 | |
| 08:45 | 175 | 686 | 156 | 676 | | | | | 331 | 1362 |
| 09:00 | 168 | | 150 | | | | | | 318 | |
| 09:15 | 188 | | 136 | | | | | | 324 | |
| 09:30 | 150 | | 135 | | | | | | 285 | |
| 09:45 | 146 | 652 | 149 | 570 | | | | | 295 | 1222 |
| 10:00 | 143 | | 157 | | | | | | 300 | |
| 10:15 | 136 | | 146 | | | | | | 282 | |
| 10:30 | 164 | | 156 | | | | | | 320 | |
| 10:45 | 142 | 585 | 169 | 628 | | | | | 311 | 1213 |
| 11:00 | 163 | | 173 | | | | | | 336 | |
| 11:15 | 170 | | 141 | | | | | | 311 | |
| 11:30 | 162 | | 167 | | | | | | 329 | |
| 11:45 | 206 | 701 | 173 | 654 | | | | | 379 | 1355 |
| **TOTALS** | | 5646 | | 4358 | | | | | | **10004** |
| **SPLIT %** | | 56.4% | | 43.6% | | | | | | **41.4%** |

| PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | 195 | | 170 | | | | | | 365 | |
| 12:15 | 222 | | 160 | | | | | | 382 | |
| 12:30 | 182 | | 186 | | | | | | 368 | |
| 12:45 | 207 | 806 | 155 | 671 | | | | | 362 | 1477 |
| 13:00 | 199 | | 171 | | | | | | 370 | |
| 13:15 | 180 | | 156 | | | | | | 336 | |
| 13:30 | 167 | | 142 | | | | | | 309 | |
| 13:45 | 186 | 732 | 184 | 653 | | | | | 370 | 1385 |
| 14:00 | 184 | | 197 | | | | | | 381 | |
| 14:15 | 212 | | 207 | | | | | | 419 | |
| 14:30 | 211 | | 168 | | | | | | 379 | |
| 14:45 | 247 | 854 | 221 | 793 | | | | | 468 | 1647 |
| 15:00 | 219 | | 280 | | | | | | 499 | |
| 15:15 | 206 | | 259 | | | | | | 465 | |
| 15:30 | 223 | | 273 | | | | | | 496 | |
| 15:45 | 217 | 865 | 239 | 1051 | | | | | 456 | 1916 |
| 16:00 | 194 | | 253 | | | | | | 447 | |
| 16:15 | 182 | | 194 | | | | | | 376 | |
| 16:30 | 203 | | 211 | | | | | | 414 | |
| 16:45 | 224 | 803 | 222 | 880 | | | | | 446 | 1683 |
| 17:00 | 233 | | 215 | | | | | | 448 | |
| 17:15 | 216 | | 186 | | | | | | 402 | |
| 17:30 | 178 | | 210 | | | | | | 388 | |
| 17:45 | 180 | 807 | 200 | 811 | | | | | 380 | 1618 |
| 18:00 | 159 | | 192 | | | | | | 351 | |
| 18:15 | 160 | | 177 | | | | | | 337 | |
| 18:30 | 136 | | 163 | | | | | | 299 | |
| 18:45 | 108 | 563 | 178 | 710 | | | | | 286 | 1273 |
| 19:00 | 118 | | 149 | | | | | | 267 | |
| 19:15 | 126 | | 128 | | | | | | 254 | |
| 19:30 | 122 | | 153 | | | | | | 275 | |
| 19:45 | 101 | 467 | 125 | 555 | | | | | 226 | 1022 |
| 20:00 | 113 | | 113 | | | | | | 226 | |
| 20:15 | 109 | | 109 | | | | | | 218 | |
| 20:30 | 88 | | 112 | | | | | | 200 | |
| 20:45 | 87 | 397 | 92 | 426 | | | | | 179 | 823 |
| 21:00 | 75 | | 84 | | | | | | 159 | |
| 21:15 | 76 | | 89 | | | | | | 165 | |
| 21:30 | 76 | | 51 | | | | | | 127 | |
| 21:45 | 66 | 293 | 65 | 289 | | | | | 131 | 582 |
| 22:00 | 71 | | 55 | | | | | | 126 | |
| 22:15 | 50 | | 62 | | | | | | 112 | |
| 22:30 | 55 | | 48 | | | | | | 103 | |
| 22:45 | 45 | 221 | 40 | 205 | | | | | 85 | 426 |
| 23:00 | 35 | | 49 | | | | | | 84 | |
| 23:15 | 30 | | 45 | | | | | | 75 | |
| 23:30 | 24 | | 41 | | | | | | 65 | |
| 23:45 | 23 | 112 | 36 | 171 | | | | | 59 | 283 |
| **TOTALS** | | 6920 | | 7215 | | | | | | **14135** |
| **SPLIT %** | | 49.0% | | 51.0% | | | | | | **58.6%** |


| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 12,566 | 11,573 | 0 | 0 | 24,139 |

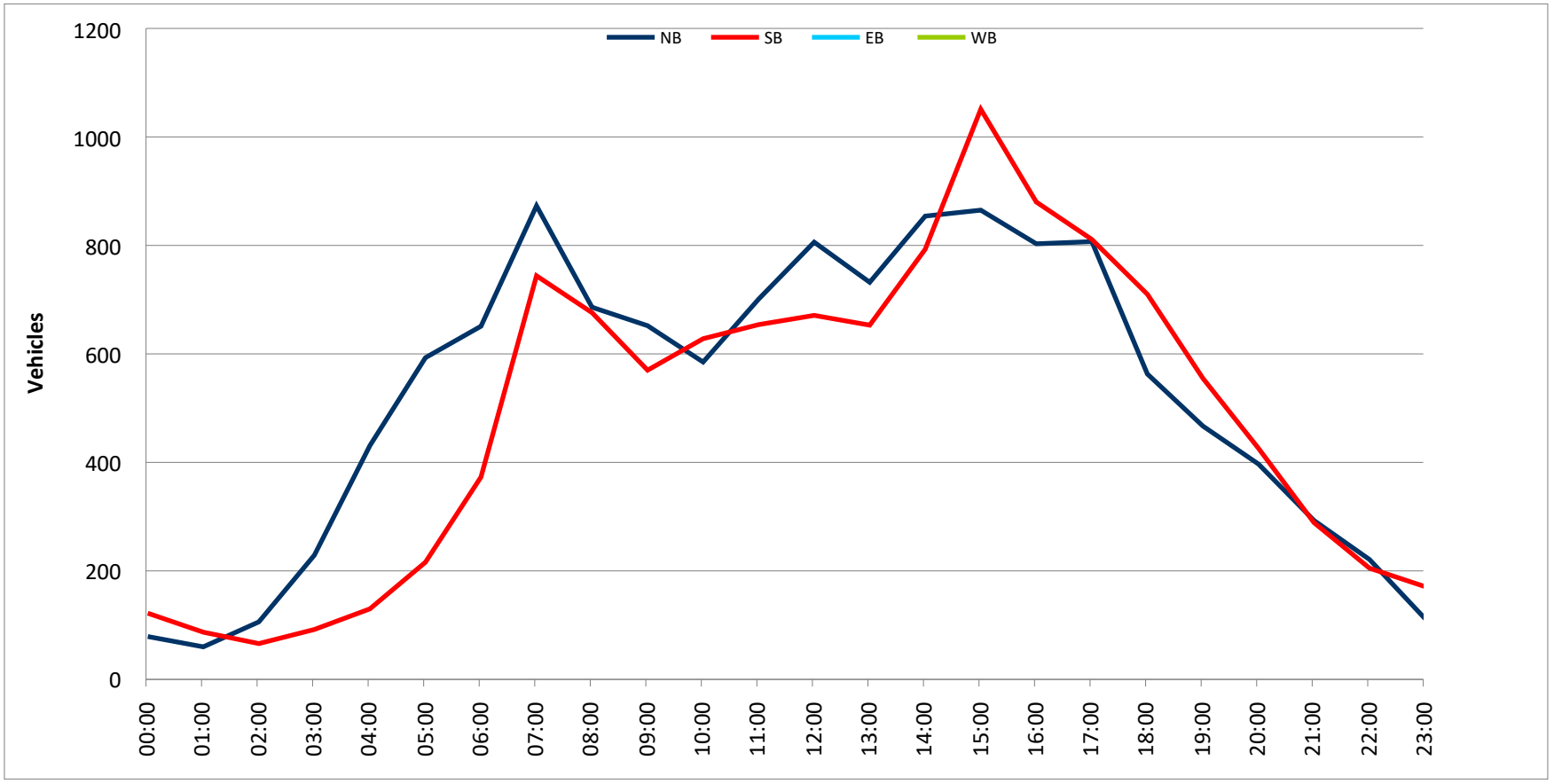

| | | | | | |
|---|---|---|---|---|---|
| **AM Peak Hour** | 07:00 | 07:15 | | | **07:15** |
| **AM Pk Volume** | 873 | 801 | | | **1656** |
| **Pk Hr Factor** | 0.898 | 0.831 | | | **0.875** |
| **7 - 9 Volume** | 1559 | 1420 | 0 | 0 | **2979** |
| **7 - 9 Peak Hour** | 07:00 | 07:15 | | | **07:15** |
| **7 - 9 Pk Volume** | 873 | 801 | 0 | 0 | **1656** |
| **Pk Hr Factor** | 0.898 | 0.831 | 0.000 | 0.000 | **0.875** |

| | | | | | |
|---|---|---|---|---|---|
| **PM Peak Hour** | 14:45 | 15:00 | | | **14:45** |
| **PM Pk Volume** | 895 | 1051 | | | **1928** |
| **Pk Hr Factor** | 0.906 | 0.938 | | | **0.966** |
| **4 - 6 Volume** | 1610 | 1691 | 0 | 0 | **3301** |
| **4 - 6 Peak Hour** | 16:30 | 16:00 | | | **16:30** |
| **4 - 6 Pk Volume** | 876 | 880 | 0 | 0 | **1710** |
| **Pk Hr Factor** | 0.940 | 0.870 | 0.000 | 0.000 | **0.954** |

Prepared by NDS/ATD

**Project #:** CA19_6064_011 **City:** San Jacinto

**Location:** State St S/O Ramona Expy **Date:** 5/7/2019



Prepared by NDS/ATD

# VOLUME

Cottonwood Ave W/O State St

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_012

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 4,032 | 3,285 | 7,317 |

| AM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 6 | | 8 | | 14 | |
| 00:15 | | | 2 | | 6 | | 8 | |
| 00:30 | | | 4 | | 6 | | 10 | |
| 00:45 | | | 1 | 13 | 1 | 21 | 2 | 34 |
| 01:00 | | | 3 | | 3 | | 6 | |
| 01:15 | | | 1 | | 5 | | 6 | |
| 01:30 | | | 3 | | 4 | | 7 | |
| 01:45 | | | 5 | 12 | 3 | 15 | 8 | 27 |
| 02:00 | | | 1 | | 1 | | 2 | |
| 02:15 | | | 6 | | 6 | | 12 | |
| 02:30 | | | 3 | | 5 | | 8 | |
| 02:45 | | | 6 | 16 | 0 | 12 | 6 | 28 |
| 03:00 | | | 4 | | 2 | | 6 | |
| 03:15 | | | 3 | | 8 | | 11 | |
| 03:30 | | | 4 | | 8 | | 12 | |
| 03:45 | | | 9 | 20 | 10 | 28 | 19 | 48 |
| 04:00 | | | 6 | | 9 | | 15 | |
| 04:15 | | | 10 | | 13 | | 23 | |
| 04:30 | | | 3 | | 4 | | 7 | |
| 04:45 | | | 12 | 31 | 7 | 33 | 19 | 64 |
| 05:00 | | | 10 | | 7 | | 17 | |
| 05:15 | | | 11 | | 16 | | 27 | |
| 05:30 | | | 7 | | 13 | | 20 | |
| 05:45 | | | 15 | 43 | 14 | 50 | 29 | 93 |
| 06:00 | | | 15 | | 20 | | 35 | |
| 06:15 | | | 15 | | 29 | | 44 | |
| 06:30 | | | 40 | | 34 | | 74 | |
| 06:45 | | | 71 | 141 | 34 | 117 | 105 | 258 |
| 07:00 | | | 113 | | 59 | | 172 | |
| 07:15 | | | 104 | | 71 | | 175 | |
| 07:30 | | | 85 | | 67 | | 152 | |
| 07:45 | | | 92 | 394 | 64 | 261 | 156 | 655 |
| 08:00 | | | 79 | | 58 | | 137 | |
| 08:15 | | | 69 | | 60 | | 129 | |
| 08:30 | | | 67 | | 66 | | 133 | |
| 08:45 | | | 71 | 286 | 46 | 230 | 117 | 516 |
| 09:00 | | | 58 | | 47 | | 105 | |
| 09:15 | | | 58 | | 40 | | 98 | |
| 09:30 | | | 57 | | 36 | | 93 | |
| 09:45 | | | 44 | 217 | 30 | 153 | 74 | 370 |
| 10:00 | | | 35 | | 38 | | 73 | |
| 10:15 | | | 36 | | 41 | | 77 | |
| 10:30 | | | 55 | | 35 | | 90 | |
| 10:45 | | | 43 | 169 | 33 | 147 | 76 | 316 |
| 11:00 | | | 51 | | 37 | | 88 | |
| 11:15 | | | 48 | | 31 | | 79 | |
| 11:30 | | | 69 | | 43 | | 112 | |
| 11:45 | | | 53 | 221 | 48 | 159 | 101 | 380 |
| TOTALS | | | | 1563 | | 1226 | | 2789 |
| SPLIT % | | | | 56.0% | | 44.0% | | 38.1% |

| PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|
| 12:00 | | | 65 | | 37 | | 102 | |
| 12:15 | | | 48 | | 34 | | 82 | |
| 12:30 | | | 50 | | 53 | | 103 | |
| 12:45 | | | 65 | 228 | 34 | 158 | 99 | 386 |
| 13:00 | | | 59 | | 48 | | 107 | |
| 13:15 | | | 47 | | 32 | | 79 | |
| 13:30 | | | 57 | | 46 | | 103 | |
| 13:45 | | | 90 | 253 | 41 | 167 | 131 | 420 |
| 14:00 | | | 100 | | 83 | | 183 | |
| 14:15 | | | 64 | | 96 | | 160 | |
| 14:30 | | | 94 | | 52 | | 146 | |
| 14:45 | | | 87 | 345 | 74 | 305 | 161 | 650 |
| 15:00 | | | 90 | | 103 | | 193 | |
| 15:15 | | | 89 | | 86 | | 175 | |
| 15:30 | | | 101 | | 69 | | 170 | |
| 15:45 | | | 99 | 379 | 74 | 332 | 173 | 711 |
| 16:00 | | | 76 | | 91 | | 167 | |
| 16:15 | | | 71 | | 63 | | 134 | |
| 16:30 | | | 70 | | 49 | | 119 | |
| 16:45 | | | 66 | 283 | 50 | 253 | 116 | 536 |
| 17:00 | | | 69 | | 66 | | 135 | |
| 17:15 | | | 70 | | 62 | | 132 | |
| 17:30 | | | 81 | | 64 | | 145 | |
| 17:45 | | | 61 | 281 | 47 | 239 | 108 | 520 |
| 18:00 | | | 49 | | 40 | | 89 | |
| 18:15 | | | 62 | | 50 | | 112 | |
| 18:30 | | | 66 | | 40 | | 106 | |
| 18:45 | | | 52 | 229 | 40 | 170 | 92 | 399 |
| 19:00 | | | 40 | | 40 | | 80 | |
| 19:15 | | | 56 | | 27 | | 83 | |
| 19:30 | | | 35 | | 39 | | 74 | |
| 19:45 | | | 45 | 176 | 40 | 146 | 85 | 322 |
| 20:00 | | | 38 | | 29 | | 67 | |
| 20:15 | | | 29 | | 41 | | 70 | |
| 20:30 | | | 33 | | 36 | | 69 | |
| 20:45 | | | 24 | 124 | 28 | 134 | 52 | 258 |
| 21:00 | | | 31 | | 22 | | 53 | |
| 21:15 | | | 28 | | 24 | | 52 | |
| 21:30 | | | 23 | | 21 | | 44 | |
| 21:45 | | | 21 | 103 | 15 | 82 | 36 | 185 |
| 22:00 | | | 12 | | 16 | | 28 | |
| 22:15 | | | 6 | | 10 | | 16 | |
| 22:30 | | | 11 | | 10 | | 21 | |
| 22:45 | | | 8 | 37 | 12 | 48 | 20 | 85 |
| 23:00 | | | 10 | | 7 | | 17 | |
| 23:15 | | | 7 | | 6 | | 13 | |
| 23:30 | | | 6 | | 8 | | 14 | |
| 23:45 | | | 8 | 31 | 4 | 25 | 12 | 56 |
| TOTALS | | | | 2469 | | 2059 | | 4528 |
| SPLIT % | | | | 54.5% | | 45.5% | | 61.9% |


| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 4,032 | 3,285 | 7,317 |


| | | | | | |
|---|---|---|---|---|---|
| AM Peak Hour | | | 07:00 | 07:00 | 07:00 |
| AM Pk Volume | | | 394 | 261 | 655 |
| Pk Hr Factor | | | 0.872 | 0.919 | 0.936 |
| 7 - 9 Volume | 0 | 0 | 680 | 491 | 1171 |
| 7 - 9 Peak Hour | | | 07:00 | 07:00 | 07:00 |
| 7 - 9 Pk Volume | 0 | 0 | 394 | 261 | 655 |
| Pk Hr Factor | 0.000 | 0.000 | 0.872 | 0.919 | 0.936 |

| | | | | | |
|---|---|---|---|---|---|
| PM Peak Hour | | | 15:00 | 14:45 | 15:00 |
| PM Pk Volume | | | 379 | 332 | 711 |
| Pk Hr Factor | | | 0.938 | 0.806 | 0.921 |
| 4 - 6 Volume | 0 | 0 | 564 | 492 | 1056 |
| 4 - 6 Peak Hour | | | 16:45 | 16:00 | 16:00 |
| 4 - 6 Pk Volume | 0 | 0 | 286 | 253 | 536 |
| Pk Hr Factor | 0.000 | 0.000 | 0.883 | 0.695 | 0.802 |

Prepared by NDS/ATD

**Project #:** CA19_6064_012 **City:** San Jacinto

**Location:** Cottonwood Ave W/O State St **Date:** 5/7/2019



Prepared by National Data & Surveying Services

# CLASSIFICATION

W 7th St W/O State St

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_013e

**East Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 00:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 00:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:45 | 0 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 03:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 04:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 04:45 | 0 | 13 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 05:00 | 0 | 5 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:15 | 0 | 5 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 05:30 | 0 | 9 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:45 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 06:00 | 0 | 14 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 06:15 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 06:30 | 0 | 37 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 06:45 | 0 | 68 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 07:00 | 0 | 77 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 07:15 | 1 | 79 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 07:30 | 0 | 52 | 19 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 74 |
| 07:45 | 0 | 78 | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 08:00 | 0 | 58 | 10 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 08:15 | 0 | 52 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 08:30 | 1 | 45 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 08:45 | 0 | 66 | 12 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 09:00 | 0 | 44 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 09:15 | 0 | 40 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 09:30 | 0 | 37 | 16 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 09:45 | 0 | 46 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 10:00 | 0 | 41 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 10:15 | 0 | 38 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 10:30 | 0 | 42 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 10:45 | 0 | 53 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 11:00 | 0 | 55 | 18 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 11:15 | 0 | 45 | 12 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 63 |
| 11:30 | 0 | 42 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 11:45 | 0 | 48 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 12:00 PM | 0 | 59 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 12:15 | 0 | 54 | 10 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 12:30 | 1 | 53 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 12:45 | 0 | 61 | 16 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 13:00 | 0 | 52 | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 13:15 | 0 | 53 | 16 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 73 |
| 13:30 | 0 | 63 | 11 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 13:45 | 0 | 57 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 14:00 | 0 | 58 | 17 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 14:15 | 0 | 67 | 14 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 14:30 | 0 | 68 | 19 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 14:45 | 0 | 80 | 14 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 98 |
| 15:00 | 0 | 69 | 23 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 15:15 | 1 | 66 | 22 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 15:30 | 1 | 95 | 18 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 15:45 | 0 | 72 | 20 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 100 |
| 16:00 | 0 | 68 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 16:15 | 0 | 76 | 19 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 16:30 | 0 | 77 | 27 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 16:45 | 0 | 64 | 20 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 17:00 | 0 | 79 | 24 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 17:15 | 0 | 68 | 15 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 87 |
| 17:30 | 0 | 66 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 17:45 | 0 | 64 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 18:00 | 1 | 66 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 18:15 | 0 | 62 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 18:30 | 0 | 48 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 18:45 | 0 | 54 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 19:00 | 0 | 56 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 19:15 | 0 | 56 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 19:30 | 0 | 29 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 19:45 | 1 | 33 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 20:00 | 0 | 43 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 20:15 | 0 | 30 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 20:30 | 0 | 33 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 20:45 | 0 | 50 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 21:00 | 0 | 35 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 21:15 | 0 | 29 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 21:30 | 0 | 23 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 21:45 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 22:00 | 0 | 16 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 22:15 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 22:30 | 0 | 19 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 22:45 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 23:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 23:15 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 23:30 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:45 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **Totals** | **7** | **3662** | **846** | **24** | **156** | **5** | | **6** | | | | | | **4706** |
| **% of Totals** | 0% | 78% | 18% | 1% | 3% | 0% | | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Volumes** | 2 | 1297 | 325 | 6 | 69 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1702 |
| **% AM** | 0% | 28% | 7% | 0% | 1% | 0% | | 0% | | | | | | 36% |
| **AM Peak Hour** | 06:30 | 07:00 | 07:15 | 08:00 | 10:45 | 08:45 | | 06:45 | | | | | | 07:00 |
| **Volume** | 1 | 286 | 67 | 2 | 15 | 1 | | 1 | | | | | | 360 |
| **PM Volumes** | 5 | 2365 | 521 | 18 | 87 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3004 |
| **% PM** | 0% | 50% | 11% | 0% | 2% | 0% | | 0% | | | | | | 64% |
| **PM Peak Hour** | 14:45 | 15:30 | 16:15 | 12:45 | 15:30 | 14:30 | | 12:30 | | | | | | 15:00 |
| **Volume** | 2 | 311 | 90 | 6 | 17 | 2 | | 1 | | | | | | 407 |

| Directional Peak Periods | AM 7-9 | | NOON 12-2 | | PM 4-6 | | Off Peak Volumes | |
|---|---|---|---|---|---|---|---|---|
| All Classes | Volume | % | Volume | % | Volume | % | Volume | % |
| | 650 ⟷ | 14% | 591 ⟷ | 13% | 727 ⟷ | 15% | 2738 ⟷ | 58% |

**Classification Definitions**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

W 7th St W/O State St

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_013w

**West Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 00:15 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 00:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 00:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 01:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 01:15 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:45 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:30 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 02:45 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:00 | 0 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 03:15 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:45 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 04:00 | 0 | 23 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 04:15 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 04:30 | 0 | 22 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 04:45 | 0 | 25 | 11 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 38 |
| 05:00 | 0 | 12 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 05:15 | 0 | 13 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 05:30 | 0 | 31 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 05:45 | 0 | 25 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 06:00 | 0 | 21 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 06:15 | 0 | 33 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 06:30 | 0 | 38 | 12 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 06:45 | 0 | 42 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 07:00 | 0 | 54 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 07:15 | 1 | 78 | 23 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 07:30 | 0 | 63 | 17 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 07:45 | 0 | 69 | 18 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 08:00 | 0 | 71 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 08:15 | 0 | 62 | 20 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 08:30 | 0 | 60 | 20 | 2 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 88 |
| 08:45 | 0 | 71 | 13 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 88 |
| 09:00 | 0 | 45 | 20 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 68 |
| 09:15 | 0 | 43 | 12 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 09:30 | 0 | 41 | 15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 09:45 | 0 | 48 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 10:00 | 0 | 41 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 10:15 | 0 | 37 | 16 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 55 |
| 10:30 | 0 | 52 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 10:45 | 0 | 45 | 19 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 11:00 | 1 | 70 | 21 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 11:15 | 0 | 44 | 11 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 57 |
| 11:30 | 0 | 63 | 18 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 11:45 | 0 | 63 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 12:00 PM | 0 | 58 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 12:15 | 0 | 62 | 16 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 12:30 | 0 | 40 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 12:45 | 0 | 60 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 13:00 | 0 | 49 | 15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 13:15 | 0 | 56 | 18 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 13:30 | 0 | 61 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 13:45 | 0 | 67 | 14 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 87 |
| 14:00 | 0 | 66 | 10 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 14:15 | 0 | 79 | 18 | 2 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 106 |
| 14:30 | 0 | 77 | 21 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 14:45 | 0 | 66 | 11 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 15:00 | 0 | 80 | 17 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 15:15 | 0 | 89 | 13 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 15:30 | 0 | 98 | 30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 15:45 | 0 | 98 | 26 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 16:00 | 0 | 84 | 26 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 16:15 | 0 | 78 | 25 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 16:30 | 0 | 74 | 16 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 16:45 | 0 | 86 | 11 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 103 |
| 17:00 | 0 | 85 | 18 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 17:15 | 0 | 64 | 13 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 17:30 | 0 | 60 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 17:45 | 0 | 69 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 18:00 | 0 | 67 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 18:15 | 0 | 59 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 18:30 | 0 | 70 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 18:45 | 1 | 52 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 19:00 | 0 | 49 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 19:15 | 0 | 52 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 19:30 | 0 | 45 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 19:45 | 0 | 39 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 20:00 | 0 | 47 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 20:15 | 0 | 37 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 20:30 | 0 | 39 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 20:45 | 0 | 24 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 21:00 | 0 | 43 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 21:15 | 0 | 30 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 21:30 | 0 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 21:45 | 0 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 22:00 | 0 | 32 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 22:15 | 0 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 22:30 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 22:45 | 0 | 21 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 23:00 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 23:15 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:30 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 23:45 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **Totals** | **3** | **4074** | **1029** | **24** | **182** | **11** | **1** | **7** | **2** | | | | | **5333** |
| **% of Totals** | 0% | 76% | 19% | 0% | 3% | 0% | 0% | 0% | 0% | | | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Volumes** | 2 | 1524 | 445 | 9 | 74 | 4 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 2064 |
| **% AM** | 0% | 29% | 8% | 0% | 1% | 0% | | 0% | 0% | | | | | 39% |
| **AM Peak Hour** | 06:30 | 07:15 | 07:00 | 06:30 | 10:45 | 04:00 | | 08:00 | 08:15 | | | | | 07:15 |
| **Volume** | 1 | 281 | 78 | 3 | 15 | 2 | | 2 | 1 | | | | | 371 |
| **PM Volumes** | 1 | 2550 | 584 | 15 | 108 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3269 |
| **% PM** | 0% | 48% | 11% | 0% | 2% | 0% | 0% | 0% | | | | | | 61% |
| **PM Peak Hour** | 18:00 | 15:15 | 15:30 | 12:30 | 14:15 | 13:30 | 15:30 | 13:30 | | | | | | 15:30 |
| **Volume** | 1 | 369 | 107 | 4 | 22 | 2 | 1 | 2 | | | | | | 489 |

| Directional Peak Periods | AM 7-9 | | NOON 12-2 | | PM 4-6 | | Off Peak Volumes | |
|---|---|---|---|---|---|---|---|---|
| All Classes | Volume | % | Volume | % | Volume | % | Volume | % |
| | 707 ⟷ | 13% | 605 ⟷ | 11% | 766 ⟷ | 14% | 3255 ⟷ | 61% |

**Classification Definitions**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

W 7th St W/O State St

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_013

**Summary**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 00:15 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 00:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 00:45 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:15 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 01:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:45 | 0 | 12 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 02:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:30 | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 02:45 | 0 | 13 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 03:00 | 0 | 13 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 03:15 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:45 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 04:00 | 0 | 27 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 04:15 | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 04:30 | 0 | 27 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 04:45 | 0 | 38 | 13 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 55 |
| 05:00 | 0 | 17 | 7 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 05:15 | 0 | 18 | 9 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 05:30 | 0 | 40 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 05:45 | 0 | 43 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 06:00 | 0 | 35 | 15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 06:15 | 0 | 51 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 06:30 | 0 | 75 | 23 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 06:45 | 0 | 110 | 25 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 07:00 | 0 | 131 | 28 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| 07:15 | 2 | 157 | 43 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 |
| 07:30 | 0 | 115 | 36 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 157 |
| 07:45 | 0 | 147 | 36 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 |
| 08:00 | 0 | 129 | 27 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| 08:15 | 0 | 114 | 40 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| 08:30 | 1 | 105 | 31 | 3 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 148 |
| 08:45 | 0 | 137 | 25 | 1 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 171 |
| 09:00 | 0 | 89 | 29 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 122 |
| 09:15 | 0 | 83 | 24 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 09:30 | 0 | 78 | 31 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 09:45 | 0 | 94 | 24 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 10:00 | 0 | 82 | 17 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 10:15 | 0 | 75 | 24 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 101 |
| 10:30 | 0 | 94 | 24 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 10:45 | 0 | 98 | 28 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 11:00 | 1 | 125 | 39 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 |
| 11:15 | 0 | 89 | 23 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 120 |
| 11:30 | 0 | 105 | 33 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 11:45 | 0 | 111 | 31 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 12:00 PM | 0 | 117 | 35 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| 12:15 | 0 | 116 | 26 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 12:30 | 1 | 93 | 18 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 12:45 | 0 | 121 | 26 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 |
| 13:00 | 0 | 101 | 32 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 13:15 | 0 | 109 | 34 | 3 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 154 |
| 13:30 | 0 | 124 | 27 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 |
| 13:45 | 0 | 124 | 23 | 2 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 157 |
| 14:00 | 0 | 124 | 27 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 |
| 14:15 | 0 | 146 | 32 | 3 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 191 |
| 14:30 | 0 | 145 | 40 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198 |
| 14:45 | 0 | 146 | 25 | 1 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 180 |
| 15:00 | 0 | 149 | 40 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 197 |
| 15:15 | 1 | 155 | 35 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198 |
| 15:30 | 1 | 193 | 48 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 254 |
| 15:45 | 0 | 170 | 46 | 0 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 231 |
| 16:00 | 0 | 152 | 40 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198 |
| 16:15 | 0 | 154 | 44 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 208 |
| 16:30 | 0 | 151 | 43 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 |
| 16:45 | 0 | 150 | 31 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 190 |
| 17:00 | 0 | 164 | 42 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 211 |
| 17:15 | 0 | 132 | 28 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 166 |
| 17:30 | 0 | 126 | 29 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| 17:45 | 0 | 133 | 24 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 18:00 | 1 | 133 | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 |
| 18:15 | 0 | 121 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 |
| 18:30 | 0 | 118 | 23 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 18:45 | 1 | 106 | 19 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 19:00 | 0 | 105 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 19:15 | 0 | 108 | 30 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 19:30 | 0 | 74 | 28 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 19:45 | 1 | 72 | 20 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 20:00 | 0 | 90 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 20:15 | 0 | 67 | 12 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 20:30 | 0 | 72 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 20:45 | 0 | 74 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 21:00 | 0 | 78 | 15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 21:15 | 0 | 59 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 21:30 | 0 | 50 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 21:45 | 0 | 47 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 22:00 | 0 | 48 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 22:15 | 0 | 43 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 22:30 | 0 | 34 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 22:45 | 0 | 33 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 23:00 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 23:15 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 23:30 | 0 | 16 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 23:45 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| **Totals** | **10** | **7736** | **1875** | **48** | **338** | **16** | **1** | **13** | **2** | | | | | **10039** |
| **% of Totals** | 0% | 77% | 19% | 0% | 3% | 0% | 0% | 0% | 0% | | | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Volumes** | 4 | 2821 | 770 | 15 | 143 | 5 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 3766 |
| **% AM** | 0% | 28% | 8% | 0% | 1% | 0% | | 0% | 0% | | | | | 38% |
| **AM Peak Hour** | 06:30 | 07:00 | 07:00 | 08:30 | 10:45 | 04:00 | | 08:00 | 08:15 | | | | | 07:00 |
| **Volume** | 2 | 550 | 143 | 5 | 30 | 2 | | 2 | 1 | | | | | 717 |
| **PM Volumes** | 6 | 4915 | 1105 | 33 | 195 | 11 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 6273 |
| **% PM** | 0% | 49% | 11% | 0% | 2% | 0% | 0% | 0% | | | | | | 62% |
| **PM Peak Hour** | 14:45 | 15:15 | 15:30 | 12:45 | 15:30 | 14:45 | 15:30 | 13:00 | | | | | | 15:30 |
| **Volume** | 2 | 670 | 178 | 10 | 38 | 4 | 1 | 2 | | | | | | 891 |

| Directional Peak Periods | AM 7-9 | | NOON 12-2 | | PM 4-6 | | Off Peak Volumes | |
|---|---|---|---|---|---|---|---|---|
| All Classes | Volume | % | Volume | % | Volume | % | Volume | % |
| | 1357 | 14% | 1196 | 12% | 1493 | 15% | 5993 | 60% |

**Classification Definitions**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

W 7th St W/O State St

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_013e

**East Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 01:00 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 02:00 | 0 | 15 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 03:00 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 04:00 | 0 | 25 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 05:00 | 0 | 37 | 14 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 06:00 | 0 | 137 | 33 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 |
| 07:00 | 1 | 286 | 65 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 360 |
| 08:00 | 1 | 221 | 53 | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 290 |
| 09:00 | 0 | 167 | 47 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 |
| 10:00 | 0 | 174 | 37 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 |
| 11:00 | 0 | 190 | 62 | 1 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 268 |
| 12:00 PM | 1 | 227 | 52 | 2 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 292 |
| 13:00 | 0 | 225 | 53 | 6 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 299 |
| 14:00 | 0 | 273 | 64 | 3 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 352 |
| 15:00 | 2 | 302 | 83 | 2 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 407 |
| 16:00 | 0 | 285 | 80 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 377 |
| 17:00 | 0 | 277 | 67 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 350 |
| 18:00 | 1 | 230 | 32 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 271 |
| 19:00 | 1 | 174 | 36 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 218 |
| 20:00 | 0 | 156 | 19 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 |
| 21:00 | 0 | 109 | 22 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 22:00 | 0 | 65 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 23:00 | 0 | 42 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| **Totals** | **7** | **3662** | **846** | **24** | **156** | **5** | | **6** | | | | | | **4706** |
| **% of Totals** | 0% | 78% | 18% | 1% | 3% | 0% | | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Volumes** | 2 | 1297 | 325 | 6 | 69 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1702 |
| **% AM** | 0% | 28% | 7% | 0% | 1% | 0% | | 0% | | | | | | 36% |
| **AM Peak Hour** | 07:00 | 07:00 | 07:00 | 08:00 | 11:00 | 09:00 | | 07:00 | | | | | | 07:00 |
| **Volume** | 1 | 286 | 65 | 2 | 14 | 1 | | 1 | | | | | | 360 |
| **PM Volumes** | 5 | 2365 | 521 | 18 | 87 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3004 |
| **% PM** | 0% | 50% | 11% | 0% | 2% | 0% | | 0% | | | | | | 64% |
| **PM Peak Hour** | 15:00 | 15:00 | 15:00 | 13:00 | 15:00 | 15:00 | | 13:00 | | | | | | 15:00 |
| **Volume** | 2 | 302 | 83 | 6 | 15 | 2 | | 1 | | | | | | 407 |

| **Directional Peak Periods** | **AM 7-9** | | | **NOON 12-2** | | | **PM 4-6** | | | **Off Peak Volumes** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **All Classes** | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % |
| | 650 | | 14% | 591 | | 13% | 727 | | 15% | 2738 | | 58% |

**Classification Definitions**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

W 7th St W/O State St

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_013w

**West Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 35 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 01:00 | 0 | 21 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 02:00 | 0 | 25 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 03:00 | 0 | 25 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 04:00 | 0 | 83 | 25 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 116 |
| 05:00 | 0 | 81 | 30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 06:00 | 0 | 134 | 43 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 |
| 07:00 | 1 | 264 | 78 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 357 |
| 08:00 | 0 | 264 | 70 | 2 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 350 |
| 09:00 | 0 | 177 | 61 | 2 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 250 |
| 10:00 | 0 | 175 | 56 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 241 |
| 11:00 | 1 | 240 | 64 | 2 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 320 |
| 12:00 PM | 0 | 220 | 53 | 3 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 287 |
| 13:00 | 0 | 233 | 63 | 4 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 318 |
| 14:00 | 0 | 288 | 60 | 3 | 20 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 374 |
| 15:00 | 0 | 365 | 86 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 473 |
| 16:00 | 0 | 322 | 78 | 2 | 17 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 421 |
| 17:00 | 0 | 278 | 56 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 345 |
| 18:00 | 1 | 248 | 55 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 308 |
| 19:00 | 0 | 185 | 59 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 250 |
| 20:00 | 0 | 147 | 33 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 |
| 21:00 | 0 | 125 | 25 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 22:00 | 0 | 93 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 23:00 | 0 | 46 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| Totals | 3 | 4074 | 1029 | 24 | 182 | 11 | 1 | 7 | 2 | | | | | 5333 |
| % of Totals | 0% | 76% | 19% | 0% | 3% | 0% | 0% | 0% | 0% | | | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Volumes | 2 | 1524 | 445 | 9 | 74 | 4 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 2064 |
| % AM | 0% | 29% | 8% | 0% | 1% | 0% | | 0% | 0% | | | | | 39% |
| AM Peak Hour | 07:00 | 07:00 | 07:00 | 06:00 | 07:00 | 04:00 | | 08:00 | 09:00 | | | | | 07:00 |
| Volume | 1 | 264 | 78 | 2 | 13 | 2 | | 2 | 1 | | | | | 357 |
| PM Volumes | 1 | 2550 | 584 | 15 | 108 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3269 |
| % PM | 0% | 48% | 11% | 0% | 2% | 0% | 0% | 0% | | | | | | 61% |
| PM Peak Hour | 18:00 | 15:00 | 15:00 | 13:00 | 14:00 | 14:00 | 16:00 | 13:00 | | | | | | 15:00 |
| Volume | 1 | 365 | 86 | 4 | 20 | 2 | 1 | 1 | | | | | | 473 |

| Directional Peak Periods All Classes | AM 7-9 Volume | AM 7-9 % | NOON 12-2 Volume | NOON 12-2 % | PM 4-6 Volume | PM 4-6 % | Off Peak Volumes Volume | Off Peak Volumes % |
|---|---|---|---|---|---|---|---|---|
| | 707 | 13% | 605 | 11% | 766 | 14% | 3255 | 61% |

**Classification Definitions**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

W 7th St W/O State St

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_013

**Summary**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 51 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 01:00 | 0 | 36 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 02:00 | 0 | 40 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 03:00 | 0 | 39 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 04:00 | 0 | 108 | 31 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 149 |
| 05:00 | 0 | 118 | 44 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 |
| 06:00 | 0 | 271 | 76 | 2 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 365 |
| 07:00 | 2 | 550 | 143 | 2 | 19 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 717 |
| 08:00 | 1 | 485 | 123 | 4 | 25 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 640 |
| 09:00 | 0 | 344 | 108 | 3 | 18 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 475 |
| 10:00 | 0 | 349 | 93 | 1 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 458 |
| 11:00 | 1 | 430 | 126 | 3 | 26 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 588 |
| 12:00 PM | 1 | 447 | 105 | 5 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 579 |
| 13:00 | 0 | 458 | 116 | 10 | 31 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 617 |
| 14:00 | 0 | 561 | 124 | 6 | 30 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 726 |
| 15:00 | 2 | 667 | 169 | 2 | 35 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 880 |
| 16:00 | 0 | 607 | 158 | 4 | 27 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 798 |
| 17:00 | 0 | 555 | 123 | 2 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 695 |
| 18:00 | 2 | 478 | 87 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 579 |
| 19:00 | 1 | 359 | 95 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 468 |
| 20:00 | 0 | 303 | 52 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 365 |
| 21:00 | 0 | 234 | 47 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 286 |
| 22:00 | 0 | 158 | 24 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 186 |
| 23:00 | 0 | 88 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| Totals | 10 | 7736 | 1875 | 48 | 338 | 16 | 1 | 13 | 2 | | | | | 10039 |
| % of Totals | 0% | 77% | 19% | 0% | 3% | 0% | 0% | 0% | 0% | | | | | 100% |
| AM Volumes | 4 | 2821 | 770 | 15 | 143 | 5 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 3766 |
| % AM | 0% | 28% | 8% | 0% | 1% | 0% | | 0% | 0% | | | | | 38% |
| AM Peak Hour | 07:00 | 07:00 | 07:00 | 08:00 | 11:00 | 04:00 | | 08:00 | 09:00 | | | | | 07:00 |
| Volume | 2 | 550 | 143 | 4 | 26 | 2 | | 2 | 1 | | | | | 717 |
| PM Volumes | 6 | 4915 | 1105 | 33 | 195 | 11 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 6273 |
| % PM | 0% | 49% | 11% | 0% | 2% | 0% | 0% | 0% | | | | | | 62% |
| PM Peak Hour | 15:00 | 15:00 | 15:00 | 13:00 | 15:00 | 15:00 | 16:00 | 13:00 | | | | | | 15:00 |
| Volume | 2 | 667 | 169 | 10 | 35 | 4 | 1 | 2 | | | | | | 880 |

| Directional Peak Periods All Classes | AM 7-9 Volume | AM 7-9 % | NOON 12-2 Volume | NOON 12-2 % | PM 4-6 Volume | PM 4-6 % | Off Peak Volumes Volume | Off Peak Volumes % |
|---|---|---|---|---|---|---|---|---|
| | 1357 | 14% | 1196 | 12% | 1493 | 15% | 5993 | 60% |

**Classification Definitions**

| | | | | |
|---|---|---|---|---|
| **1** Motorcycles | **4** Buses | **7** > =4-Axle Single Units | **10** >=6-Axle Single Trailers | **13** >=7-Axle Multi-Trailers |
| **2** Passenger Cars | **5** 2-Axle, 6-Tire Single Units | **8** <=4-Axle Single Trailers | **11** <=5-Axle Multi-Trailers | |
| **3** 2-Axle, 4-Tire Single Units | **6** 3-Axle Single Units | **9** 5-Axle Single Trailers | **12** 6-Axle Multi-Trailers | |

Prepared by NDS/ATD

| DAILY TOTALS | NB | SB | EB | WB | Tot |
|---|---|---|---|---|---|
| | 0 | 0 | 4,706 | 5,333 | 10,0 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 4 | | 14 | | 18 | | 12:00 | 0 | 0 | 76 | | 80 | | 156 |
| 00:15 | 0 | 0 | 9 | | 11 | | 20 | | 12:15 | 0 | 0 | 68 | | 85 | | 153 |
| 00:30 | 0 | 0 | 1 | | 7 | | 8 | | 12:30 | 0 | 0 | 66 | | 50 | | 116 |
| 00:45 | 0 | 0 | 4 | 18 | 5 | 37 | 9 | 55 | 12:45 | 0 | 0 | 82 | 292 | 72 | 287 | 154 |
| 01:00 | 0 | 0 | 1 | | 8 | | 9 | | 13:00 | 0 | 0 | 71 | | 71 | | 142 |
| 01:15 | 0 | 0 | 3 | | 9 | | 12 | | 13:15 | 0 | 0 | 73 | | 81 | | 154 |
| 01:30 | 0 | 0 | 6 | | 3 | | 9 | | 13:30 | 0 | 0 | 85 | | 79 | | 164 |
| 01:45 | 0 | 0 | 7 | 17 | 8 | 28 | 15 | 45 | 13:45 | 0 | 0 | 70 | 299 | 87 | 318 | 157 |
| 02:00 | 0 | 0 | 4 | | 6 | | 10 | | 14:00 | 0 | 0 | 77 | | 80 | | 157 |
| 02:15 | 0 | 0 | 2 | | 4 | | 6 | | 14:15 | 0 | 0 | 85 | | 106 | | 191 |
| 02:30 | 0 | 0 | 6 | | 9 | | 15 | | 14:30 | 0 | 0 | 92 | | 106 | | 198 |
| 02:45 | 0 | 0 | 7 | 19 | 10 | 29 | 17 | 48 | 14:45 | 0 | 0 | 98 | 352 | 82 | 374 | 180 |
| 03:00 | 0 | 0 | 5 | | 11 | | 16 | | 15:00 | 0 | 0 | 95 | | 102 | | 197 |
| 03:15 | 0 | 0 | 2 | | 4 | | 6 | | 15:15 | 0 | 0 | 92 | | 106 | | 198 |
| 03:30 | 0 | 0 | 3 | | 2 | | 5 | | 15:30 | 0 | 0 | 120 | | 134 | | 254 |
| 03:45 | 0 | 0 | 6 | 16 | 17 | 34 | 23 | 50 | 15:45 | 0 | 0 | 100 | 407 | 131 | 473 | 231 |
| 04:00 | 0 | 0 | 5 | | 30 | | 35 | | 16:00 | 0 | 0 | 83 | | 115 | | 198 |
| 04:15 | 0 | 0 | 4 | | 17 | | 21 | | 16:15 | 0 | 0 | 99 | | 109 | | 208 |
| 04:30 | 0 | 0 | 7 | | 31 | | 38 | | 16:30 | 0 | 0 | 108 | | 94 | | 202 |
| 04:45 | 0 | 0 | 17 | 33 | 38 | 116 | 55 | 149 | 16:45 | 0 | 0 | 87 | 377 | 103 | 421 | 190 |
| 05:00 | 0 | 0 | 14 | | 16 | | 30 | | 17:00 | 0 | 0 | 104 | | 107 | | 211 |
| 05:15 | 0 | 0 | 12 | | 20 | | 32 | | 17:15 | 0 | 0 | 87 | | 79 | | 166 |
| 05:30 | 0 | 0 | 14 | | 38 | | 52 | | 17:30 | 0 | 0 | 84 | | 74 | | 158 |
| 05:45 | 0 | 0 | 21 | 61 | 41 | 115 | 62 | 176 | 17:45 | 0 | 0 | 75 | 350 | 85 | 345 | 160 |
| 06:00 | 0 | 0 | 23 | | 31 | | 54 | | 18:00 | 0 | 0 | 74 | | 80 | | 154 |
| 06:15 | 0 | 0 | 19 | | 47 | | 66 | | 18:15 | 0 | 0 | 73 | | 76 | | 149 |
| 06:30 | 0 | 0 | 52 | | 55 | | 107 | | 18:30 | 0 | 0 | 60 | | 85 | | 145 |
| 06:45 | 0 | 0 | 84 | 178 | 54 | 187 | 138 | 365 | 18:45 | 0 | 0 | 64 | 271 | 67 | 308 | 131 |
| 07:00 | 0 | 0 | 87 | | 75 | | 162 | | 19:00 | 0 | 0 | 65 | | 59 | | 124 |
| 07:15 | 0 | 0 | 101 | | 107 | | 208 | | 19:15 | 0 | 0 | 69 | | 74 | | 143 |
| 07:30 | 0 | 0 | 74 | | 83 | | 157 | | 19:30 | 0 | 0 | 43 | | 63 | | 106 |
| 07:45 | 0 | 0 | 98 | 360 | 92 | 357 | 190 | 717 | 19:45 | 0 | 0 | 41 | 218 | 54 | 250 | 95 |
| 08:00 | 0 | 0 | 73 | | 89 | | 162 | | 20:00 | 0 | 0 | 51 | | 56 | | 107 |
| 08:15 | 0 | 0 | 74 | | 85 | | 159 | | 20:15 | 0 | 0 | 37 | | 46 | | 83 |
| 08:30 | 0 | 0 | 60 | | 88 | | 148 | | 20:30 | 0 | 0 | 37 | | 50 | | 87 |
| 08:45 | 0 | 0 | 83 | 290 | 88 | 350 | 171 | 640 | 20:45 | 0 | 0 | 56 | 181 | 32 | 184 | 88 |
| 09:00 | 0 | 0 | 54 | | 68 | | 122 | | 21:00 | 0 | 0 | 45 | | 51 | | 96 |
| 09:15 | 0 | 0 | 54 | | 59 | | 113 | | 21:15 | 0 | 0 | 35 | | 40 | | 75 |
| 09:30 | 0 | 0 | 59 | | 60 | | 119 | | 21:30 | 0 | 0 | 28 | | 34 | | 62 |
| 09:45 | 0 | 0 | 58 | 225 | 63 | 250 | 121 | 475 | 21:45 | 0 | 0 | 25 | 133 | 28 | 153 | 53 |
| 10:00 | 0 | 0 | 48 | | 54 | | 102 | | 22:00 | 0 | 0 | 20 | | 39 | | 59 |
| 10:15 | 0 | 0 | 46 | | 55 | | 101 | | 22:15 | 0 | 0 | 19 | | 27 | | 46 |
| 10:30 | 0 | 0 | 58 | | 64 | | 122 | | 22:30 | 0 | 0 | 24 | | 16 | | 40 |
| 10:45 | 0 | 0 | 65 | 217 | 68 | 241 | 133 | 458 | 22:45 | 0 | 0 | 16 | 79 | 25 | 107 | 41 |
| 11:00 | 0 | 0 | 78 | | 98 | | 176 | | 23:00 | 0 | 0 | 13 | | 16 | | 29 |
| 11:15 | 0 | 0 | 63 | | 57 | | 120 | | 23:15 | 0 | 0 | 16 | | 14 | | 30 |
| 11:30 | 0 | 0 | 60 | | 87 | | 147 | | 23:30 | 0 | 0 | 9 | | 10 | | 19 |
| 11:45 | 0 | 0 | 67 | 268 | 78 | 320 | 145 | 588 | 23:45 | 0 | 0 | 7 | 45 | 9 | 49 | 16 |
| TOTALS | | | | 1702 | | 2064 | | 3766 | TOTALS | | | | 3004 | | 3269 | |
| SPLIT % | | | | 45.2% | | 54.8% | | 37.5% | SPLIT % | | | | 47.9% | | 52.1% | |


| DAILY TOTALS | NB | SB | EB | WB | Tot |
|---|---|---|---|---|---|
| | 0 | 0 | 4,706 | 5,333 | 10,0 |


| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 07:00 | 07:15 | 07:00 | PM Peak Hour | | | 15:00 | 15:30 | |
| AM Pk Volume | | | 360 | 371 | 717 | PM Pk Volume | | | 407 | 489 | |
| Pk Hr Factor | | | 0.891 | 0.867 | 0.862 | Pk Hr Factor | | | 0.848 | 0.912 | |
| 7 - 9 Volume | 0 | 0 | 650 | 707 | 1357 | 4 - 6 Volume | 0 | 0 | 727 | 766 | |
| 7 - 9 Peak Hour | | | 07:00 | 07:15 | 07:00 | 4 - 6 Peak Hour | | | 16:15 | 16:00 | |
| 7 - 9 Pk Volume | 0 | 0 | 360 | 371 | 717 | 4 - 6 Pk Volume | 0 | 0 | 398 | 421 | |
| Pk Hr Factor | 0.000 | 0.000 | 0.891 | 0.867 | 0.862 | Pk Hr Factor | 0.000 | 0.000 | 0.921 | 0.915 | |

Prepared by NDS/ATD

**Project #:** CA19_6064_013 **City:** San Jacinto

**Location:** W 7th St W/O State St **Date:** 5/7/2019



Prepared by NDS/ATD

# VOLUME

State St S/O Esplanade Ave

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_014

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 9,370 | 10,150 | 0 | 0 | 19,520 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 14 | | 22 | | | | | | 36 | | 12:00 | 177 | | 150 | | | | | | 327 | |
| 00:15 | 15 | | 19 | | | | | | 34 | | 12:15 | 170 | | 157 | | | | | | 327 | |
| 00:30 | 10 | | 13 | | | | | | 23 | | 12:30 | 130 | | 143 | | | | | | 273 | |
| 00:45 | 5 | 44 | 14 | 68 | | | | | 19 | 112 | 12:45 | 148 | 625 | 155 | 605 | | | | | 303 | 1230 |
| 01:00 | 9 | | 13 | | | | | | 22 | | 13:00 | 177 | | 147 | | | | | | 324 | |
| 01:15 | 8 | | 12 | | | | | | 20 | | 13:15 | 143 | | 137 | | | | | | 280 | |
| 01:30 | 15 | | 20 | | | | | | 35 | | 13:30 | 148 | | 143 | | | | | | 291 | |
| 01:45 | 17 | 49 | 15 | 60 | | | | | 32 | 109 | 13:45 | 184 | 652 | 148 | 575 | | | | | 332 | 1227 |
| 02:00 | 15 | | 8 | | | | | | 23 | | 14:00 | 161 | | 204 | | | | | | 365 | |
| 02:15 | 13 | | 10 | | | | | | 23 | | 14:15 | 161 | | 189 | | | | | | 350 | |
| 02:30 | 23 | | 14 | | | | | | 37 | | 14:30 | 166 | | 173 | | | | | | 339 | |
| 02:45 | 12 | 63 | 16 | 48 | | | | | 28 | 111 | 14:45 | 202 | 690 | 182 | 748 | | | | | 384 | 1438 |
| 03:00 | 23 | | 16 | | | | | | 39 | | 15:00 | 171 | | 245 | | | | | | 416 | |
| 03:15 | 22 | | 11 | | | | | | 33 | | 15:15 | 145 | | 256 | | | | | | 401 | |
| 03:30 | 27 | | 13 | | | | | | 40 | | 15:30 | 163 | | 298 | | | | | | 461 | |
| 03:45 | 31 | 103 | 19 | 59 | | | | | 50 | 162 | 15:45 | 160 | 639 | 209 | 1008 | | | | | 369 | 1647 |
| 04:00 | 38 | | 16 | | | | | | 54 | | 16:00 | 164 | | 252 | | | | | | 416 | |
| 04:15 | 42 | | 16 | | | | | | 58 | | 16:15 | 148 | | 193 | | | | | | 341 | |
| 04:30 | 54 | | 15 | | | | | | 69 | | 16:30 | 165 | | 203 | | | | | | 368 | |
| 04:45 | 62 | 196 | 28 | 75 | | | | | 90 | 271 | 16:45 | 178 | 655 | 198 | 846 | | | | | 376 | 1501 |
| 05:00 | 61 | | 33 | | | | | | 94 | | 17:00 | 220 | | 173 | | | | | | 393 | |
| 05:15 | 69 | | 32 | | | | | | 101 | | 17:15 | 150 | | 235 | | | | | | 385 | |
| 05:30 | 80 | | 45 | | | | | | 125 | | 17:30 | 155 | | 153 | | | | | | 308 | |
| 05:45 | 84 | 294 | 40 | 150 | | | | | 124 | 444 | 17:45 | 129 | 654 | 163 | 724 | | | | | 292 | 1378 |
| 06:00 | 99 | | 53 | | | | | | 152 | | 18:00 | 124 | | 178 | | | | | | 302 | |
| 06:15 | 77 | | 47 | | | | | | 124 | | 18:15 | 112 | | 160 | | | | | | 272 | |
| 06:30 | 106 | | 69 | | | | | | 175 | | 18:30 | 99 | | 149 | | | | | | 248 | |
| 06:45 | 129 | 411 | 108 | 277 | | | | | 237 | 688 | 18:45 | 105 | 440 | 132 | 619 | | | | | 237 | 1059 |
| 07:00 | 169 | | 106 | | | | | | 275 | | 19:00 | 79 | | 152 | | | | | | 231 | |
| 07:15 | 162 | | 144 | | | | | | 306 | | 19:15 | 89 | | 110 | | | | | | 199 | |
| 07:30 | 148 | | 157 | | | | | | 305 | | 19:30 | 90 | | 103 | | | | | | 193 | |
| 07:45 | 167 | 646 | 180 | 587 | | | | | 347 | 1233 | 19:45 | 89 | 347 | 110 | 475 | | | | | 199 | 822 |
| 08:00 | 135 | | 158 | | | | | | 293 | | 20:00 | 86 | | 103 | | | | | | 189 | |
| 08:15 | 132 | | 151 | | | | | | 283 | | 20:15 | 80 | | 95 | | | | | | 175 | |
| 08:30 | 122 | | 153 | | | | | | 275 | | 20:30 | 63 | | 84 | | | | | | 147 | |
| 08:45 | 122 | 511 | 154 | 616 | | | | | 276 | 1127 | 20:45 | 56 | 285 | 63 | 345 | | | | | 119 | 630 |
| 09:00 | 116 | | 119 | | | | | | 235 | | 21:00 | 64 | | 69 | | | | | | 133 | |
| 09:15 | 118 | | 135 | | | | | | 253 | | 21:15 | 67 | | 96 | | | | | | 163 | |
| 09:30 | 105 | | 130 | | | | | | 235 | | 21:30 | 48 | | 52 | | | | | | 100 | |
| 09:45 | 125 | 464 | 148 | 532 | | | | | 273 | 996 | 21:45 | 48 | 227 | 62 | 279 | | | | | 110 | 506 |
| 10:00 | 130 | | 139 | | | | | | 269 | | 22:00 | 45 | | 42 | | | | | | 87 | |
| 10:15 | 144 | | 155 | | | | | | 299 | | 22:15 | 29 | | 53 | | | | | | 82 | |
| 10:30 | 132 | | 132 | | | | | | 264 | | 22:30 | 31 | | 33 | | | | | | 64 | |
| 10:45 | 139 | 545 | 132 | 558 | | | | | 271 | 1103 | 22:45 | 32 | 137 | 39 | 167 | | | | | 71 | 304 |
| 11:00 | 151 | | 156 | | | | | | 307 | | 23:00 | 20 | | 42 | | | | | | 62 | |
| 11:15 | 151 | | 152 | | | | | | 303 | | 23:15 | 22 | | 33 | | | | | | 55 | |
| 11:30 | 151 | | 124 | | | | | | 275 | | 23:30 | 20 | | 27 | | | | | | 47 | |
| 11:45 | 162 | 615 | 168 | 600 | | | | | 330 | 1215 | 23:45 | 16 | 78 | 27 | 129 | | | | | 43 | 207 |
| TOTALS | | 3941 | | 3630 | | | | | | 7571 | TOTALS | | 5429 | | 6520 | | | | | | 11949 |
| SPLIT % | | 52.1% | | 47.9% | | | | | | 38.8% | SPLIT % | | 45.4% | | 54.6% | | | | | | 61.2% |

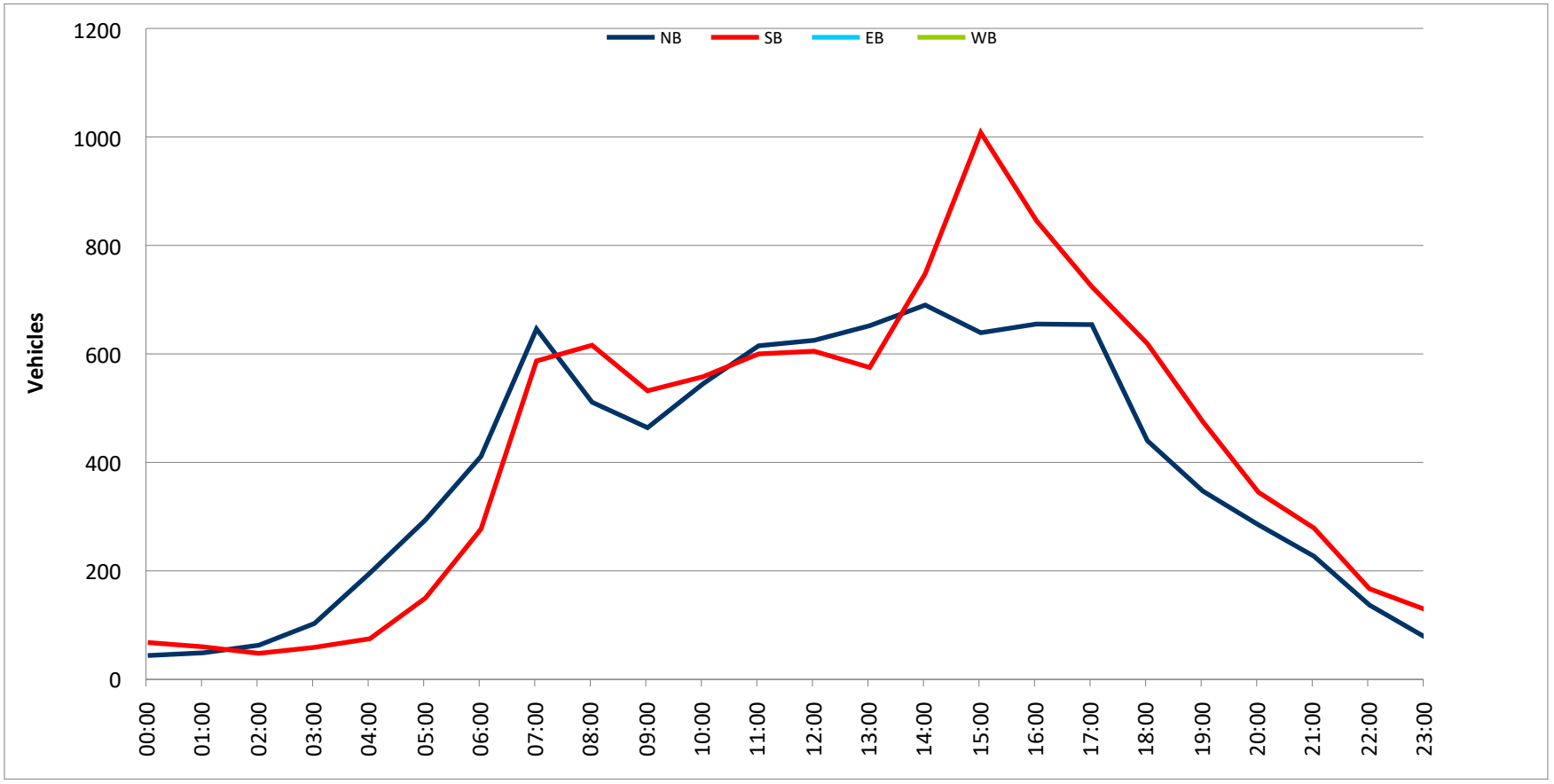
| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 9,370 | 10,150 | 0 | 0 | 19,520 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 11:30 | 07:30 | | | 11:30 | PM Peak Hour | 16:30 | 15:15 | | | 14:45 |
| AM Pk Volume | 660 | 646 | | | 1259 | PM Pk Volume | 713 | 1015 | | | 1662 |
| Pk Hr Factor | 0.932 | 0.897 | | | 0.954 | Pk Hr Factor | 0.810 | 0.852 | | | 0.901 |
| 7 - 9 Volume | 1157 | 1203 | 0 | 0 | 2360 | 4 - 6 Volume | 1309 | 1570 | 0 | 0 | 2879 |
| 7 - 9 Peak Hour | 07:00 | 07:30 | | | 07:15 | 4 - 6 Peak Hour | 16:30 | 16:00 | | | 16:30 |
| 7 - 9 Pk Volume | 646 | 646 | 0 | 0 | 1251 | 4 - 6 Pk Volume | 713 | 846 | 0 | 0 | 1522 |
| Pk Hr Factor | 0.956 | 0.897 | 0.000 | 0.000 | 0.901 | Pk Hr Factor | 0.810 | 0.839 | 0.000 | 0.000 | 0.968 |

Prepared by NDS/ATD

**Project #:** CA19_6064_014 **City:** San Jacinto

**Location:** State St S/O Esplanade Ave **Date:** 5/7/2019



Prepared by National Data & Surveying Services

# CLASSIFICATION

Ramona Expy E/O State St

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_015e

**East Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 35 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 00:15 | 0 | 29 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 00:30 | 0 | 31 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 00:45 | 0 | 32 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 01:00 | 0 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 01:15 | 0 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 01:30 | 0 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 24 |
| 01:45 | 0 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 02:00 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 02:15 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 02:30 | 1 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 02:45 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 03:00 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 03:15 | 0 | 19 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 03:30 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 03:45 | 0 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 28 |
| 04:00 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 04:15 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 04:30 | 0 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 04:45 | 0 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 05:00 | 0 | 26 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 05:15 | 0 | 28 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 05:30 | 0 | 23 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 05:45 | 0 | 32 | 12 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 46 |
| 06:00 | 0 | 45 | 8 | 0 | 4 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 60 |
| 06:15 | 0 | 48 | 12 | 0 | 3 | 5 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 72 |
| 06:30 | 0 | 69 | 20 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 93 |
| 06:45 | 0 | 151 | 28 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 |
| 07:00 | 0 | 182 | 33 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 223 |
| 07:15 | 0 | 101 | 29 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 137 |
| 07:30 | 0 | 117 | 20 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 140 |
| 07:45 | 0 | 108 | 22 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 08:00 | 0 | 105 | 17 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 127 |
| 08:15 | 1 | 81 | 15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 08:30 | 0 | 81 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 08:45 | 0 | 96 | 24 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 09:00 | 0 | 86 | 25 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 09:15 | 0 | 73 | 20 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 96 |
| 09:30 | 0 | 93 | 14 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 112 |
| 09:45 | 0 | 71 | 18 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 94 |
| 10:00 | 0 | 76 | 22 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 101 |
| 10:15 | 0 | 87 | 19 | 0 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 113 |
| 10:30 | 0 | 67 | 19 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 91 |
| 10:45 | 0 | 105 | 20 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 11:00 | 1 | 99 | 21 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 11:15 | 1 | 96 | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 11:30 | 0 | 102 | 28 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 11:45 | 0 | 89 | 24 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 118 |
| 12:00 PM | 0 | 114 | 31 | 0 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 153 |
| 12:15 | 0 | 112 | 19 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 135 |
| 12:30 | 0 | 100 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 12:45 | 0 | 89 | 16 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 111 |
| 13:00 | 0 | 102 | 36 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 143 |
| 13:15 | 0 | 106 | 28 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 13:30 | 0 | 111 | 23 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 13:45 | 0 | 146 | 29 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 179 |
| 14:00 | 0 | 144 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 |
| 14:15 | 0 | 161 | 34 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 201 |
| 14:30 | 0 | 164 | 31 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| 14:45 | 0 | 221 | 42 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 269 |
| 15:00 | 0 | 231 | 39 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 277 |
| 15:15 | 1 | 218 | 48 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 274 |
| 15:30 | 0 | 223 | 51 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 281 |
| 15:45 | 0 | 196 | 44 | 1 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 248 |
| 16:00 | 0 | 205 | 52 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 260 |
| 16:15 | 0 | 218 | 43 | 0 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 270 |
| 16:30 | 0 | 207 | 39 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 249 |
| 16:45 | 1 | 186 | 31 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 223 |
| 17:00 | 0 | 224 | 41 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267 |
| 17:15 | 0 | 227 | 39 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 269 |
| 17:30 | 0 | 196 | 42 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 241 |
| 17:45 | 0 | 197 | 40 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 241 |
| 18:00 | 0 | 179 | 39 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 222 |
| 18:15 | 0 | 184 | 50 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 238 |
| 18:30 | 0 | 176 | 39 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 220 |
| 18:45 | 0 | 158 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 |
| 19:00 | 0 | 151 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 175 |
| 19:15 | 1 | 149 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 |
| 19:30 | 0 | 142 | 23 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 167 |
| 19:45 | 0 | 141 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 |
| 20:00 | 0 | 119 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 20:15 | 0 | 112 | 21 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 134 |
| 20:30 | 0 | 105 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 20:45 | 0 | 98 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 21:00 | 0 | 108 | 24 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 21:15 | 0 | 78 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 21:30 | 0 | 95 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 21:45 | 0 | 87 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 22:00 | 0 | 86 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 22:15 | 0 | 63 | 17 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 83 |
| 22:30 | 0 | 70 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 22:45 | 0 | 62 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 23:00 | 0 | 78 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 23:15 | 0 | 53 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 23:30 | 0 | 47 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 23:45 | 0 | 41 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| **Totals** | **7** | **9444** | **1935** | **19** | **172** | **37** | **3** | **20** | **19** | | **8** | | | **11664** |
| **% of Totals** | 0% | 81% | 17% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 100% |
| **AM Volumes** | 4 | 2764 | 599 | 8 | 75 | 24 | 1 | 11 | 10 | 0 | 5 | 0 | 0 | 3501 |
| **% AM** | 0% | 24% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 30% |
| **AM Peak Hour** | | | | | | | | | | | | | | |
| **Volume** | | | | | | | | | | | | | | |
| **PM Volumes** | 3 | 6680 | 1336 | 11 | 97 | 13 | 2 | 9 | 9 | 0 | 3 | 0 | 0 | 8163 |
| **% PM** | 0% | 57% | 11% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 70% |
| **PM Peak Hour** | | | | | | | | | | | | | | |
| **Volume** | | | | | | | | | | | | | | |

| Directional Peak Periods | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **All Classes** | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % |
| | 1089 | | 9% | 1116 | | 10% | 2020 | | 17% | 7439 | | 64% |

**Classification Definitions**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

Ramona Expy E/O State St

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_015w

**West Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 00:15 | 0 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 00:30 | 0 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 00:45 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 01:00 | 0 | 20 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 01:15 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 01:30 | 0 | 19 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 01:45 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 02:00 | 0 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 02:15 | 0 | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 36 |
| 02:30 | 0 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 02:45 | 0 | 31 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 03:00 | 0 | 33 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 03:15 | 0 | 48 | 13 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 62 |
| 03:30 | 0 | 51 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 03:45 | 0 | 85 | 27 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 04:00 | 0 | 89 | 26 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 120 |
| 04:15 | 0 | 120 | 29 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 |
| 04:30 | 0 | 121 | 23 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| 04:45 | 0 | 113 | 28 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| 05:00 | 0 | 124 | 39 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 170 |
| 05:15 | 0 | 161 | 44 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 214 |
| 05:30 | 0 | 151 | 35 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 |
| 05:45 | 0 | 153 | 39 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 |
| 06:00 | 0 | 184 | 44 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 235 |
| 06:15 | 1 | 194 | 42 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 245 |
| 06:30 | 0 | 231 | 44 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 283 |
| 06:45 | 0 | 218 | 55 | 0 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 280 |
| 07:00 | 2 | 300 | 44 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 348 |
| 07:15 | 0 | 310 | 50 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 367 |
| 07:30 | 0 | 268 | 42 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 314 |
| 07:45 | 0 | 182 | 40 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 |
| 08:00 | 0 | 173 | 31 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 209 |
| 08:15 | 0 | 150 | 40 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 196 |
| 08:30 | 0 | 158 | 33 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 197 |
| 08:45 | 0 | 127 | 22 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 153 |
| 09:00 | 0 | 108 | 26 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 09:15 | 0 | 150 | 23 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 178 |
| 09:30 | 0 | 107 | 23 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 09:45 | 0 | 102 | 18 | 0 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 126 |
| 10:00 | 0 | 108 | 23 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 10:15 | 0 | 116 | 17 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 137 |
| 10:30 | 0 | 85 | 18 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 109 |
| 10:45 | 0 | 115 | 21 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 11:00 | 0 | 118 | 18 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 140 |
| 11:15 | 0 | 91 | 25 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 11:30 | 1 | 88 | 15 | 0 | 6 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 113 |
| 11:45 | 0 | 114 | 15 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 135 |
| 12:00 PM | 0 | 129 | 27 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| 12:15 | 0 | 126 | 17 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 148 |
| 12:30 | 0 | 125 | 27 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 156 |
| 12:45 | 0 | 114 | 29 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 151 |
| 13:00 | 0 | 104 | 22 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 133 |
| 13:15 | 0 | 124 | 23 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 13:30 | 0 | 127 | 21 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| 13:45 | 0 | 130 | 32 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 |
| 14:00 | 0 | 119 | 29 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| 14:15 | 0 | 142 | 22 | 0 | 5 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 172 |
| 14:30 | 0 | 149 | 34 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 188 |
| 14:45 | 0 | 161 | 30 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 198 |
| 15:00 | 0 | 141 | 31 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 176 |
| 15:15 | 0 | 238 | 47 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 288 |
| 15:30 | 0 | 158 | 27 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 190 |
| 15:45 | 0 | 141 | 30 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 176 |
| 16:00 | 0 | 120 | 31 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 16:15 | 0 | 132 | 27 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 161 |
| 16:30 | 0 | 133 | 28 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 16:45 | 0 | 124 | 19 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 145 |
| 17:00 | 0 | 133 | 26 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 164 |
| 17:15 | 0 | 112 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 17:30 | 0 | 107 | 17 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 17:45 | 0 | 96 | 18 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 119 |
| 18:00 | 0 | 87 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 18:15 | 0 | 117 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 18:30 | 0 | 103 | 21 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 18:45 | 0 | 101 | 21 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 125 |
| 19:00 | 0 | 64 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 19:15 | 0 | 77 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 19:30 | 0 | 74 | 14 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 19:45 | 0 | 71 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 20:00 | 0 | 49 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 59 |
| 20:15 | 0 | 54 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 20:30 | 0 | 63 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 20:45 | 0 | 48 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 21:00 | 0 | 46 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 21:15 | 0 | 46 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 21:30 | 0 | 50 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 21:45 | 0 | 36 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 22:00 | 0 | 41 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 22:15 | 0 | 64 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 22:30 | 0 | 42 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 22:45 | 0 | 29 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 23:00 | 0 | 32 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 23:15 | 0 | 32 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 23:30 | 0 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 23:45 | 0 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| **Totals** | **4** | **9875** | **1993** | **12** | **232** | **22** | **14** | **21** | **17** | | **7** | | | **12197** |
| **% of Totals** | 0% | 81% | 16% | 0% | 2% | 0% | 0% | 0% | 0% | | 0% | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Volumes** | 4 | 5317 | 1100 | 11 | 139 | 14 | 7 | 11 | 9 | 0 | 4 | 0 | 0 | 6616 |
| **% AM** | 0% | 44% | 9% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 54% |
| **AM Peak Hour Volume** | | | | | | | | | | | | | | |
| **PM Volumes** | 0 | 4558 | 893 | 1 | 93 | 8 | 7 | 10 | 8 | 0 | 3 | 0 | 0 | 5581 |
| **% PM** | | 37% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 46% |
| **PM Peak Hour Volume** | | | | | | | | | | | | | | |

| Directional Peak Periods | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **All Classes** | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % |
| | 2015 | | 17% | 1220 | | 10% | 1170 | | 10% | 7792 | | 64% |

**Classification Definitions**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

Ramona Expy E/O State St

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_015

**Summary**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 51 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 00:15 | 0 | 54 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 00:30 | 0 | 50 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 00:45 | 0 | 51 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 01:00 | 0 | 48 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 01:15 | 0 | 39 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 01:30 | 0 | 39 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 48 |
| 01:45 | 0 | 38 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 02:00 | 0 | 53 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 02:15 | 0 | 46 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 56 |
| 02:30 | 1 | 40 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 02:45 | 0 | 48 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 03:00 | 0 | 45 | 13 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 60 |
| 03:15 | 0 | 67 | 18 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 87 |
| 03:30 | 0 | 65 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 03:45 | 0 | 107 | 32 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 145 |
| 04:00 | 0 | 103 | 26 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 134 |
| 04:15 | 0 | 139 | 30 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 |
| 04:30 | 0 | 134 | 28 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 04:45 | 0 | 141 | 33 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 |
| 05:00 | 0 | 150 | 44 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 202 |
| 05:15 | 0 | 189 | 54 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 252 |
| 05:30 | 0 | 174 | 38 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 |
| 05:45 | 0 | 185 | 51 | 1 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 245 |
| 06:00 | 0 | 229 | 52 | 0 | 11 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 295 |
| 06:15 | 1 | 242 | 54 | 0 | 11 | 5 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 317 |
| 06:30 | 0 | 300 | 64 | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 376 |
| 06:45 | 0 | 369 | 83 | 0 | 10 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 467 |
| 07:00 | 2 | 482 | 77 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 571 |
| 07:15 | 0 | 411 | 79 | 1 | 10 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 504 |
| 07:30 | 0 | 385 | 62 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 454 |
| 07:45 | 0 | 290 | 62 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 367 |
| 08:00 | 0 | 278 | 48 | 1 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 336 |
| 08:15 | 1 | 231 | 55 | 1 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 298 |
| 08:30 | 0 | 239 | 50 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 297 |
| 08:45 | 0 | 223 | 46 | 1 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 277 |
| 09:00 | 0 | 194 | 51 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 253 |
| 09:15 | 0 | 223 | 43 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 274 |
| 09:30 | 0 | 200 | 37 | 1 | 5 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 247 |
| 09:45 | 0 | 173 | 36 | 0 | 6 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 220 |
| 10:00 | 0 | 184 | 45 | 0 | 6 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 238 |
| 10:15 | 0 | 203 | 36 | 0 | 5 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 250 |
| 10:30 | 0 | 152 | 37 | 0 | 6 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 200 |
| 10:45 | 0 | 220 | 41 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 269 |
| 11:00 | 1 | 217 | 39 | 0 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 263 |
| 11:15 | 1 | 187 | 43 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 235 |
| 11:30 | 1 | 190 | 43 | 2 | 7 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 247 |
| 11:45 | 0 | 203 | 39 | 0 | 5 | 1 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 253 |
| 12:00 PM | 0 | 243 | 58 | 0 | 6 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 312 |
| 12:15 | 0 | 238 | 36 | 0 | 5 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 283 |
| 12:30 | 0 | 225 | 46 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 276 |
| 12:45 | 0 | 203 | 45 | 0 | 9 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 262 |
| 13:00 | 0 | 206 | 58 | 2 | 8 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 276 |
| 13:15 | 0 | 230 | 51 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 288 |
| 13:30 | 0 | 238 | 44 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 292 |
| 13:45 | 0 | 276 | 61 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 347 |
| 14:00 | 0 | 263 | 68 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 334 |
| 14:15 | 0 | 303 | 56 | 0 | 9 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 373 |
| 14:30 | 0 | 313 | 65 | 2 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 388 |
| 14:45 | 0 | 382 | 72 | 1 | 10 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 467 |
| 15:00 | 0 | 372 | 70 | 0 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 453 |
| 15:15 | 1 | 456 | 95 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 562 |
| 15:30 | 0 | 381 | 78 | 0 | 7 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 471 |
| 15:45 | 0 | 337 | 74 | 1 | 5 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 424 |
| 16:00 | 0 | 325 | 83 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 413 |
| 16:15 | 0 | 350 | 70 | 0 | 8 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 431 |
| 16:30 | 0 | 340 | 67 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 414 |
| 16:45 | 1 | 310 | 50 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 368 |
| 17:00 | 0 | 357 | 67 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 431 |
| 17:15 | 0 | 339 | 59 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 403 |
| 17:30 | 0 | 303 | 59 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 370 |
| 17:45 | 0 | 293 | 58 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 360 |
| 18:00 | 0 | 266 | 57 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 328 |
| 18:15 | 0 | 301 | 68 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 374 |
| 18:30 | 0 | 279 | 60 | 1 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 348 |
| 18:45 | 0 | 259 | 50 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 312 |
| 19:00 | 0 | 215 | 36 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 252 |
| 19:15 | 1 | 226 | 37 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 266 |
| 19:30 | 0 | 216 | 37 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 257 |
| 19:45 | 0 | 212 | 37 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 251 |
| 20:00 | 0 | 168 | 28 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 198 |
| 20:15 | 0 | 166 | 31 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 199 |
| 20:30 | 0 | 168 | 29 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198 |
| 20:45 | 0 | 146 | 26 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 |
| 21:00 | 0 | 154 | 36 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 194 |
| 21:15 | 0 | 124 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| 21:30 | 0 | 145 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 21:45 | 0 | 123 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 22:00 | 0 | 127 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 22:15 | 0 | 127 | 27 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 158 |
| 22:30 | 0 | 112 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 22:45 | 0 | 91 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 23:00 | 0 | 110 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 23:15 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 23:30 | 0 | 72 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 23:45 | 0 | 63 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| Totals | 11 | 19319 | 3928 | 31 | 404 | 59 | 17 | 41 | 36 | | 15 | | | 23861 |
| % of Totals | 0% | 81% | 16% | 0% | 2% | 0% | 0% | 0% | 0% | | 0% | | | 100% |
| AM Volumes | 8 | 8081 | 1699 | 19 | 214 | 18 | 8 | 22 | 19 | 0 | 9 | 0 | 0 | 10117 |
| % AM | 0% | 34% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 42% |
| AM Peak Hour | 06:15 | 06:45 | 06:30 | 08:45 | 06:00 | 06:00 | 09:30 | 05:45 | 09:45 | | 06:15 | | | 06:45 |
| Volume | 3 | 1647 | 303 | 5 | 38 | 13 | 4 | 5 | 6 | | 2 | | | 1996 |
| PM Volumes | 3 | 11238 | 2229 | 12 | 190 | 21 | 9 | 19 | 17 | 0 | 6 | 0 | 0 | 13744 |
| % PM | 0% | 47% | 9% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 58% |
| PM Peak Hour | 14:30 | 14:45 | 15:15 | 14:00 | 14:15 | 12:45 | 16:45 | 13:45 | 12:00 | | 14:45 | | | 14:45 |
| Volume | 1 | 1591 | 330 | 3 | 35 | 9 | 4 | 4 | 4 | | 3 | | | 1953 |

| Directional Peak Periods | AM 7-9 | | NOON 12-2 | | PM 4-6 | | Off Peak Volumes | |
|---|---|---|---|---|---|---|---|---|
| All Classes | Volume | % | Volume | % | Volume | % | Volume | % |
| | 3104 ⟷ | 13% | 2336 ⟷ | 10% | 3190 ⟷ | 13% | 15231 ⟷ | 64% |

**Classification Definitions**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | >=4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

## Ramona Expy E/O State St

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_015e

**East Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 127 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 01:00 | 0 | 92 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 106 |
| 02:00 | 1 | 67 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 03:00 | 0 | 67 | 16 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 86 |
| 04:00 | 0 | 74 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 05:00 | 0 | 109 | 30 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 143 |
| 06:00 | 0 | 313 | 68 | 0 | 13 | 11 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 412 |
| 07:00 | 0 | 508 | 104 | 2 | 18 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 636 |
| 08:00 | 1 | 363 | 73 | 0 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 453 |
| 09:00 | 0 | 323 | 77 | 2 | 11 | 1 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 419 |
| 10:00 | 0 | 335 | 80 | 0 | 10 | 5 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 435 |
| 11:00 | 2 | 386 | 91 | 2 | 7 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 492 |
| 12:00 PM | 0 | 415 | 85 | 0 | 9 | 5 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 519 |
| 13:00 | 0 | 465 | 116 | 1 | 9 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 597 |
| 14:00 | 0 | 690 | 146 | 3 | 11 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 853 |
| 15:00 | 1 | 868 | 182 | 1 | 20 | 2 | 1 | 2 | 1 | 0 | 2 | 0 | 0 | 1080 |
| 16:00 | 1 | 816 | 165 | 2 | 16 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1002 |
| 17:00 | 0 | 844 | 162 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1018 |
| 18:00 | 0 | 697 | 157 | 1 | 9 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 867 |
| 19:00 | 1 | 583 | 86 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 676 |
| 20:00 | 0 | 434 | 76 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 514 |
| 21:00 | 0 | 368 | 73 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 445 |
| 22:00 | 0 | 281 | 50 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 334 |
| 23:00 | 0 | 219 | 38 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 |
| Totals | 7 | 9444 | 1935 | 19 | 172 | 37 | 3 | 20 | 19 | | 8 | | | 11664 |
| % of Totals | 0% | 81% | 17% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Volumes | 4 | 2764 | 599 | 8 | 75 | 24 | 1 | 11 | 10 | 0 | 5 | 0 | 0 | 3501 |
| % AM | 0% | 24% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 30% |
| AM Peak Hour | 11:00 | 07:00 | 07:00 | 07:00 | 07:00 | 06:00 | 10:00 | 06:00 | 06:00 | | 09:00 | | | 07:00 |
| Volume | 2 | 508 | 104 | 2 | 18 | 11 | 1 | 4 | 3 | | 2 | | | 636 |
| PM Volumes | 3 | 6680 | 1336 | 11 | 97 | 13 | 2 | 9 | 9 | 0 | 3 | 0 | 0 | 8163 |
| % PM | 0% | 57% | 11% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 70% |
| PM Peak Hour | 15:00 | 15:00 | 15:00 | 14:00 | 15:00 | 12:00 | 14:00 | 15:00 | 12:00 | | 15:00 | | | 15:00 |
| Volume | 1 | 868 | 182 | 3 | 20 | 5 | 1 | 2 | 3 | | 2 | | | 1080 |

| Directional Peak Periods All Classes | AM 7-9 Volume | AM 7-9 % | NOON 12-2 Volume | NOON 12-2 % | PM 4-6 Volume | PM 4-6 % | Off Peak Volumes Volume | Off Peak Volumes % |
|---|---|---|---|---|---|---|---|---|
| | 1089 | 9% | 1116 | 10% | 2020 | 17% | 7439 | 64% |

**Classification Definitions**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

## Ramona Expy E/O State St

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_015w

**West Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 79 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 01:00 | 0 | 72 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 02:00 | 0 | 120 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 138 |
| 03:00 | 0 | 217 | 60 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 284 |
| 04:00 | 0 | 443 | 106 | 2 | 22 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 576 |
| 05:00 | 0 | 589 | 157 | 1 | 23 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 773 |
| 06:00 | 1 | 827 | 185 | 0 | 25 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1043 |
| 07:00 | 2 | 1060 | 176 | 2 | 16 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1260 |
| 08:00 | 0 | 608 | 126 | 3 | 13 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 755 |
| 09:00 | 0 | 467 | 90 | 2 | 9 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 575 |
| 10:00 | 0 | 424 | 79 | 1 | 11 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 522 |
| 11:00 | 1 | 411 | 73 | 0 | 12 | 2 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 506 |
| 12:00 PM | 0 | 494 | 100 | 0 | 15 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 614 |
| 13:00 | 0 | 485 | 98 | 1 | 16 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 606 |
| 14:00 | 0 | 571 | 115 | 0 | 18 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 709 |
| 15:00 | 0 | 678 | 135 | 0 | 9 | 1 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 830 |
| 16:00 | 0 | 509 | 105 | 0 | 7 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 624 |
| 17:00 | 0 | 448 | 81 | 0 | 11 | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 546 |
| 18:00 | 0 | 408 | 78 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 495 |
| 19:00 | 0 | 286 | 61 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 350 |
| 20:00 | 0 | 214 | 38 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 255 |
| 21:00 | 0 | 178 | 30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 209 |
| 22:00 | 0 | 176 | 32 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| 23:00 | 0 | 111 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| Totals | 4 | 9875 | 1993 | 12 | 232 | 22 | 14 | 21 | 17 | | 7 | | | 12197 |
| % of Totals | 0% | 81% | 16% | 0% | 2% | 0% | 0% | 0% | 0% | | 0% | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Volumes | 4 | 5317 | 1100 | 11 | 139 | 14 | 7 | 11 | 9 | 0 | 4 | 0 | 0 | 6616 |
| % AM | 0% | 44% | 9% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 54% |
| AM Peak Hour | 07:00 | 07:00 | 06:00 | 08:00 | 06:00 | 09:00 | 09:00 | 08:00 | 11:00 | | 02:00 | | | 07:00 |
| Volume | 2 | 1060 | 185 | 3 | 25 | 3 | 3 | 3 | 3 | | 1 | | | 1260 |
| PM Volumes | 0 | 4558 | 893 | 1 | 93 | 8 | 7 | 10 | 8 | 0 | 3 | 0 | 0 | 5581 |
| % PM | | 37% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 46% |
| PM Peak Hour | | 15:00 | 15:00 | 13:00 | 14:00 | 13:00 | 17:00 | 14:00 | 15:00 | | 13:00 | | | 15:00 |
| Volume | | 678 | 135 | 1 | 18 | 5 | 3 | 3 | 3 | | 1 | | | 830 |

| Directional Peak Periods | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All Classes | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % |
| | 2015 | | 17% | 1220 | | 10% | 1170 | | 10% | 7792 | | 64% |

**Classification Definitions**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

## Ramona Expy E/O State St

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_015

**Summary**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 206 | 41 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 248 |
| 01:00 | 0 | 164 | 27 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 195 |
| 02:00 | 1 | 187 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 219 |
| 03:00 | 0 | 284 | 76 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 370 |
| 04:00 | 0 | 517 | 117 | 2 | 22 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 661 |
| 05:00 | 0 | 698 | 187 | 1 | 26 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 916 |
| 06:00 | 1 | 1140 | 253 | 0 | 38 | 13 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 1455 |
| 07:00 | 2 | 1568 | 280 | 4 | 34 | 2 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 1896 |
| 08:00 | 1 | 971 | 199 | 3 | 24 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1208 |
| 09:00 | 0 | 790 | 167 | 4 | 20 | 4 | 3 | 2 | 2 | 0 | 2 | 0 | 0 | 994 |
| 10:00 | 0 | 759 | 159 | 1 | 21 | 7 | 3 | 1 | 5 | 0 | 1 | 0 | 0 | 957 |
| 11:00 | 3 | 797 | 164 | 2 | 19 | 4 | 2 | 2 | 4 | 0 | 1 | 0 | 0 | 998 |
| 12:00 PM | 0 | 909 | 185 | 0 | 24 | 6 | 1 | 3 | 4 | 0 | 1 | 0 | 0 | 1133 |
| 13:00 | 0 | 950 | 214 | 2 | 25 | 9 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1203 |
| 14:00 | 0 | 1261 | 261 | 3 | 29 | 1 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 1562 |
| 15:00 | 1 | 1546 | 317 | 1 | 29 | 3 | 3 | 3 | 4 | 0 | 3 | 0 | 0 | 1910 |
| 16:00 | 1 | 1325 | 270 | 2 | 23 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 1626 |
| 17:00 | 0 | 1292 | 243 | 0 | 23 | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 1564 |
| 18:00 | 0 | 1105 | 235 | 1 | 17 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1362 |
| 19:00 | 1 | 869 | 147 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1026 |
| 20:00 | 0 | 648 | 114 | 1 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 769 |
| 21:00 | 0 | 546 | 103 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 654 |
| 22:00 | 0 | 457 | 82 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 544 |
| 23:00 | 0 | 330 | 58 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 391 |
| Totals | 11 | 19319 | 3928 | 31 | 404 | 59 | 17 | 41 | 36 | | 15 | | | 23861 |
| % of Totals | 0% | 81% | 16% | 0% | 2% | 0% | 0% | 0% | 0% | | 0% | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Volumes | 8 | 8081 | 1699 | 19 | 214 | 38 | 8 | 22 | 19 | 0 | 9 | 0 | 0 | 10117 |
| % AM | 0% | 34% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 42% |
| AM Peak Hour | 11:00 | 07:00 | 07:00 | 07:00 | 06:00 | 06:00 | 09:00 | 06:00 | 10:00 | | 07:00 | | | 07:00 |
| Volume | 3 | 1568 | 280 | 4 | 38 | 13 | 3 | 5 | 5 | | 2 | | | 1896 |
| PM Volumes | 3 | 11238 | 2229 | 12 | 190 | 21 | 9 | 19 | 17 | 0 | 6 | 0 | 0 | 13744 |
| % PM | 0% | 47% | 9% | 0% | 1% | 0% | 0% | 0% | 0% | | 0% | | | 58% |
| PM Peak Hour | 15:00 | 15:00 | 15:00 | 14:00 | 14:00 | 13:00 | 15:00 | 12:00 | 12:00 | | 15:00 | | | 15:00 |
| Volume | 1 | 1546 | 317 | 3 | 29 | 9 | 3 | 3 | 4 | | 3 | | | 1910 |

| Directional Peak Periods | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All Classes | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % |
| | 3104 | | 13% | 2336 | | 10% | 3190 | | 13% | 15231 | | 64% |

**Classification Definitions**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

| DAILY TOTALS | NB | SB | EB | WB | Tot |
|---|---|---|---|---|---|
| | 0 | 0 | 11,664 | 12,197 | 23,8 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 44 | | 18 | | 62 | | 12:00 | 0 | 0 | 153 | | 159 | | 312 |
| 00:15 | 0 | 0 | 34 | | 30 | | 64 | | 12:15 | 0 | 0 | 135 | | 148 | | 283 |
| 00:30 | 0 | 0 | 36 | | 26 | | 62 | | 12:30 | 0 | 0 | 120 | | 156 | | 276 |
| 00:45 | 0 | 0 | 39 | 153 | 21 | 95 | 60 | 248 | 12:45 | 0 | 0 | 111 | 519 | 151 | 614 | 262 |
| 01:00 | 0 | 0 | 32 | | 26 | | 58 | | 13:00 | 0 | 0 | 143 | | 133 | | 276 |
| 01:15 | 0 | 0 | 27 | | 18 | | 45 | | 13:15 | 0 | 0 | 135 | | 153 | | 288 |
| 01:30 | 0 | 0 | 24 | | 24 | | 48 | | 13:30 | 0 | 0 | 140 | | 152 | | 292 |
| 01:45 | 0 | 0 | 23 | 106 | 21 | 89 | 44 | 195 | 13:45 | 0 | 0 | 179 | 597 | 168 | 606 | 347 |
| 02:00 | 0 | 0 | 22 | | 33 | | 55 | | 14:00 | 0 | 0 | 183 | | 151 | | 334 |
| 02:15 | 0 | 0 | 20 | | 36 | | 56 | | 14:15 | 0 | 0 | 201 | | 172 | | 373 |
| 02:30 | 0 | 0 | 18 | | 30 | | 48 | | 14:30 | 0 | 0 | 200 | | 188 | | 388 |
| 02:45 | 0 | 0 | 21 | 81 | 39 | 138 | 60 | 219 | 14:45 | 0 | 0 | 269 | 853 | 198 | 709 | 467 |
| 03:00 | 0 | 0 | 18 | | 42 | | 60 | | 15:00 | 0 | 0 | 277 | | 176 | | 453 |
| 03:15 | 0 | 0 | 25 | | 62 | | 87 | | 15:15 | 0 | 0 | 274 | | 288 | | 562 |
| 03:30 | 0 | 0 | 15 | | 63 | | 78 | | 15:30 | 0 | 0 | 281 | | 190 | | 471 |
| 03:45 | 0 | 0 | 28 | 86 | 117 | 284 | 145 | 370 | 15:45 | 0 | 0 | 248 | 1080 | 176 | 830 | 424 |
| 04:00 | 0 | 0 | 14 | | 120 | | 134 | | 16:00 | 0 | 0 | 260 | | 153 | | 413 |
| 04:15 | 0 | 0 | 20 | | 154 | | 174 | | 16:15 | 0 | 0 | 270 | | 161 | | 431 |
| 04:30 | 0 | 0 | 18 | | 152 | | 170 | | 16:30 | 0 | 0 | 249 | | 165 | | 414 |
| 04:45 | 0 | 0 | 33 | 85 | 150 | 576 | 183 | 661 | 16:45 | 0 | 0 | 223 | 1002 | 145 | 624 | 368 |
| 05:00 | 0 | 0 | 32 | | 170 | | 202 | | 17:00 | 0 | 0 | 267 | | 164 | | 431 |
| 05:15 | 0 | 0 | 38 | | 214 | | 252 | | 17:15 | 0 | 0 | 269 | | 134 | | 403 |
| 05:30 | 0 | 0 | 27 | | 190 | | 217 | | 17:30 | 0 | 0 | 241 | | 129 | | 370 |
| 05:45 | 0 | 0 | 46 | 143 | 199 | 773 | 245 | 916 | 17:45 | 0 | 0 | 241 | 1018 | 119 | 546 | 360 |
| 06:00 | 0 | 0 | 60 | | 235 | | 295 | | 18:00 | 0 | 0 | 222 | | 106 | | 328 |
| 06:15 | 0 | 0 | 72 | | 245 | | 317 | | 18:15 | 0 | 0 | 238 | | 136 | | 374 |
| 06:30 | 0 | 0 | 93 | | 283 | | 376 | | 18:30 | 0 | 0 | 220 | | 128 | | 348 |
| 06:45 | 0 | 0 | 187 | 412 | 280 | 1043 | 467 | 1455 | 18:45 | 0 | 0 | 187 | 867 | 125 | 495 | 312 |
| 07:00 | 0 | 0 | 223 | | 348 | | 571 | | 19:00 | 0 | 0 | 175 | | 77 | | 252 |
| 07:15 | 0 | 0 | 137 | | 367 | | 504 | | 19:15 | 0 | 0 | 171 | | 95 | | 266 |
| 07:30 | 0 | 0 | 140 | | 314 | | 454 | | 19:30 | 0 | 0 | 167 | | 90 | | 257 |
| 07:45 | 0 | 0 | 136 | 636 | 231 | 1260 | 367 | 1896 | 19:45 | 0 | 0 | 163 | 676 | 88 | 350 | 251 |
| 08:00 | 0 | 0 | 127 | | 209 | | 336 | | 20:00 | 0 | 0 | 139 | | 59 | | 198 |
| 08:15 | 0 | 0 | 102 | | 196 | | 298 | | 20:15 | 0 | 0 | 134 | | 65 | | 199 |
| 08:30 | 0 | 0 | 100 | | 197 | | 297 | | 20:30 | 0 | 0 | 125 | | 73 | | 198 |
| 08:45 | 0 | 0 | 124 | 453 | 153 | 755 | 277 | 1208 | 20:45 | 0 | 0 | 116 | 514 | 58 | 255 | 174 |
| 09:00 | 0 | 0 | 117 | | 136 | | 253 | | 21:00 | 0 | 0 | 136 | | 58 | | 194 |
| 09:15 | 0 | 0 | 96 | | 178 | | 274 | | 21:15 | 0 | 0 | 96 | | 56 | | 152 |
| 09:30 | 0 | 0 | 112 | | 135 | | 247 | | 21:30 | 0 | 0 | 115 | | 55 | | 170 |
| 09:45 | 0 | 0 | 94 | 419 | 126 | 575 | 220 | 994 | 21:45 | 0 | 0 | 98 | 445 | 40 | 209 | 138 |
| 10:00 | 0 | 0 | 101 | | 137 | | 238 | | 22:00 | 0 | 0 | 97 | | 51 | | 148 |
| 10:15 | 0 | 0 | 113 | | 137 | | 250 | | 22:15 | 0 | 0 | 83 | | 75 | | 158 |
| 10:30 | 0 | 0 | 91 | | 109 | | 200 | | 22:30 | 0 | 0 | 79 | | 49 | | 128 |
| 10:45 | 0 | 0 | 130 | 435 | 139 | 522 | 269 | 957 | 22:45 | 0 | 0 | 75 | 334 | 35 | 210 | 110 |
| 11:00 | 0 | 0 | 123 | | 140 | | 263 | | 23:00 | 0 | 0 | 90 | | 38 | | 128 |
| 11:15 | 0 | 0 | 117 | | 118 | | 235 | | 23:15 | 0 | 0 | 60 | | 40 | | 100 |
| 11:30 | 0 | 0 | 134 | | 113 | | 247 | | 23:30 | 0 | 0 | 61 | | 29 | | 90 |
| 11:45 | 0 | 0 | 118 | 492 | 135 | 506 | 253 | 998 | 23:45 | 0 | 0 | 47 | 258 | 26 | 133 | 73 |
| TOTALS | | | | 3501 | | 6616 | | 10117 | TOTALS | | | | 8163 | | 5581 | |
| SPLIT % | | | | 34.6% | | 65.4% | | 42.4% | SPLIT % | | | | 59.4% | | 40.6% | |



| DAILY TOTALS | NB | SB | EB | WB | Tot |
|---|---|---|---|---|---|
| | 0 | 0 | 11,664 | 12,197 | 23,8 |

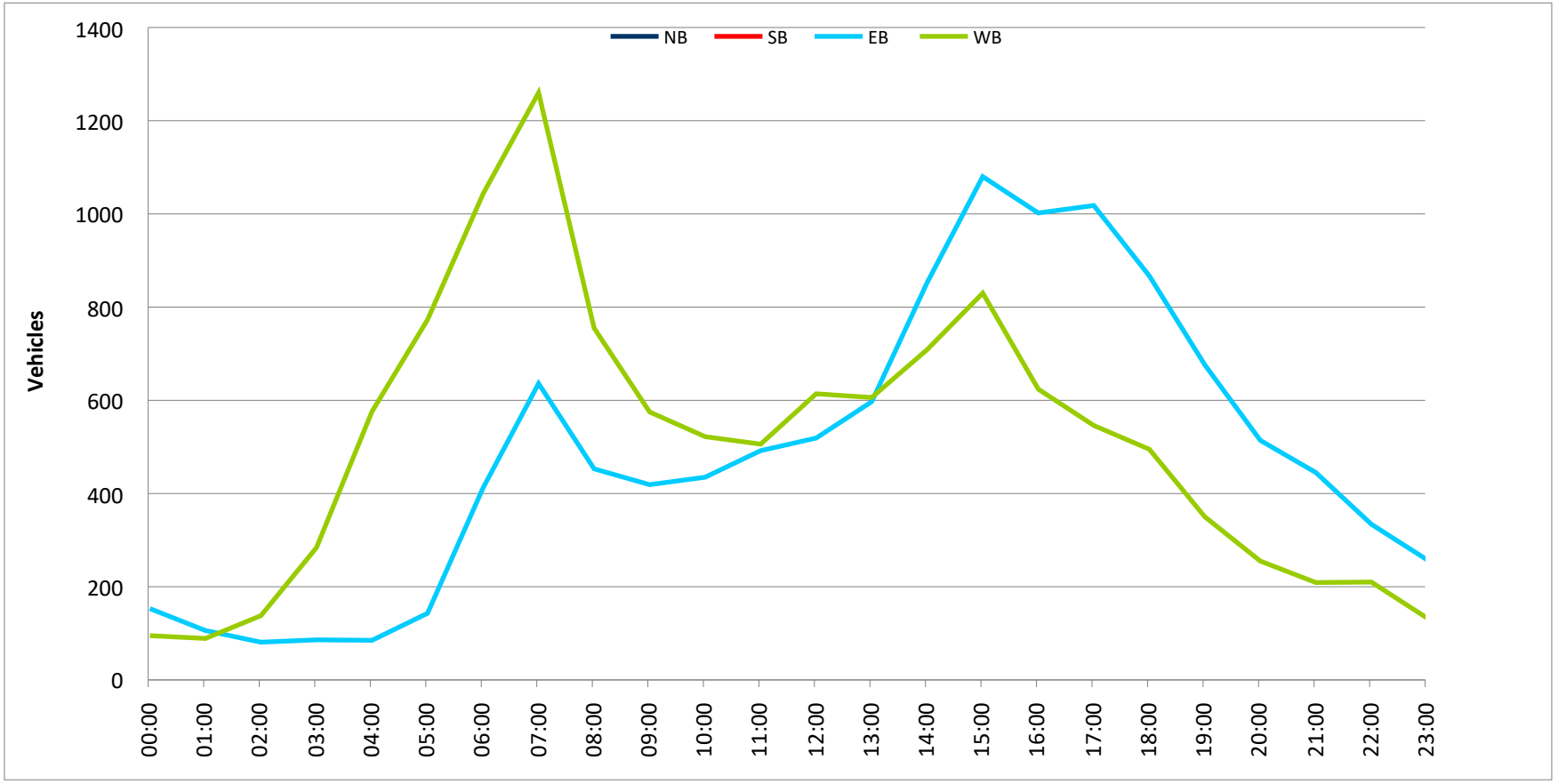


| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 06:45 | 06:45 | 06:45 | PM Peak Hour | 14:45 | 14:45 |
| AM Pk Volume | | | 687 | 1309 | 1996 | PM Pk Volume | 1101 | 852 |
| Pk Hr Factor | | | 0.770 | 0.892 | 0.874 | Pk Hr Factor | 0.980 | 0.740 |
| 7 - 9 Volume | 0 | 0 | 1089 | 2015 | 3104 | 4 - 6 Volume | 0 0 2020 | 1170 |
| 7 - 9 Peak Hour | | | 07:00 | 07:00 | 07:00 | 4 - 6 Peak Hour | 17:00 | 16:15 |
| 7 - 9 Pk Volume | 0 | 0 | 636 | 1260 | 1896 | 4 - 6 Pk Volume | 0 0 1018 | 635 |
| Pk Hr Factor | 0.000 | 0.000 | 0.713 | 0.858 | 0.830 | Pk Hr Factor | 0.000 0.000 0.946 | 0.962 |

Prepared by NDS/ATD

**Project #:** CA19_6064_015 **City:** San Jacinto

**Location:** Ramona Expy E/O State St **Date:** 5/7/2019



Prepared by National Data & Surveying Services

# CLASSIFICATION

San Jacinto Ave S/O Esplanade Ave

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_016n

**North Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 00:15 | 0 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 00:30 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 00:45 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 01:00 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 01:15 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 01:30 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 02:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 02:15 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:30 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 02:45 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:00 | 0 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 03:15 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 03:30 | 0 | 25 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 03:45 | 0 | 28 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 04:00 | 0 | 33 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 04:15 | 0 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 04:30 | 0 | 30 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 04:45 | 0 | 38 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 05:00 | 0 | 34 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 05:15 | 0 | 45 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 05:30 | 0 | 52 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 05:45 | 0 | 66 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 06:00 | 0 | 60 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 06:15 | 0 | 71 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 06:30 | 0 | 69 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 06:45 | 0 | 87 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 07:00 | 0 | 95 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 07:15 | 0 | 95 | 14 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 07:30 | 0 | 84 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 07:45 | 0 | 111 | 15 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 08:00 | 0 | 109 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 08:15 | 0 | 105 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 08:30 | 0 | 103 | 17 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 08:45 | 0 | 131 | 20 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| 09:00 | 0 | 116 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 09:15 | 0 | 108 | 17 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 09:30 | 0 | 108 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 09:45 | 0 | 126 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 10:00 | 0 | 139 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| 10:15 | 0 | 120 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 10:30 | 0 | 138 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| 10:45 | 0 | 141 | 20 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 |
| 11:00 | 0 | 152 | 20 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 |
| 11:15 | 0 | 132 | 21 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 |
| 11:30 | 0 | 171 | 28 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 |
| 11:45 | 0 | 159 | 21 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |
| 12:00 PM | 0 | 186 | 27 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 |
| 12:15 | 1 | 162 | 21 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 |
| 12:30 | 0 | 161 | 20 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 |
| 12:45 | 0 | 154 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 |
| 13:00 | 0 | 156 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 |
| 13:15 | 0 | 170 | 23 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| 13:30 | 0 | 164 | 23 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| 13:45 | 0 | 173 | 25 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 |
| 14:00 | 0 | 167 | 27 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198 |
| 14:15 | 0 | 162 | 22 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 |
| 14:30 | 0 | 183 | 25 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| 14:45 | 0 | 188 | 27 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222 |
| 15:00 | 0 | 181 | 28 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 |
| 15:15 | 0 | 183 | 23 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 213 |
| 15:30 | 0 | 194 | 28 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| 15:45 | 0 | 178 | 24 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 |
| 16:00 | 0 | 164 | 24 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 |
| 16:15 | 0 | 200 | 29 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234 |
| 16:30 | 0 | 193 | 31 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 |
| 16:45 | 0 | 169 | 24 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196 |
| 17:00 | 0 | 174 | 28 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 |
| 17:15 | 1 | 161 | 24 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| 17:30 | 0 | 182 | 25 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 211 |
| 17:45 | 0 | 131 | 20 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 |
| 18:00 | 0 | 163 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 186 |
| 18:15 | 0 | 166 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| 18:30 | 1 | 157 | 26 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| 18:45 | 0 | 122 | 18 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 19:00 | 0 | 124 | 21 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 19:15 | 0 | 130 | 17 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| 19:30 | 0 | 115 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 19:45 | 0 | 126 | 18 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 20:00 | 0 | 112 | 17 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 20:15 | 0 | 96 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 20:30 | 0 | 79 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 20:45 | 0 | 87 | 12 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 21:00 | 0 | 95 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 21:15 | 0 | 69 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 21:30 | 0 | 63 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 21:45 | 0 | 66 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 22:00 | 0 | 47 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 22:15 | 0 | 48 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 22:30 | 0 | 46 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 22:45 | 0 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 23:00 | 0 | 28 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 23:15 | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 23:30 | 0 | 35 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 23:45 | 0 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| **Totals** | **3** | **9491** | **1356** | **21** | **205** | | | | | | | | | **11076** |
| **% of Totals** | 0% | 86% | 12% | 0% | 2% | | | | | | | | | 100% |
| **AM Volumes** | 0 | 3293 | 472 | 8 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3849 |
| **% AM** | | 30% | 4% | 0% | 1% | | | | | | | | | 35% |
| **AM Peak Hour** | 11:30 | 11:30 | 11:15 | 06:30 | 11:15 | | | | | | | | | 11:30 |
| **Volume** | 1 | 678 | 97 | 3 | 23 | | | | | | | | | 800 |
| **PM Volumes** | 3 | 6198 | 884 | 13 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7227 |
| **% PM** | 0% | 56% | 8% | 0% | 1% | | | | | | | | | 65% |
| **PM Peak Hour** | 12:00 | 14:45 | 16:15 | 12:00 | 14:45 | | | | | | | | | 14:45 |
| **Volume** | 1 | 746 | 112 | 3 | 21 | | | | | | | | | 874 |

| Directional Peak Periods | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **All Classes** | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % |
| | 980 | | 9% | 1542 | | 14% | 1611 | | 15% | 6943 | | 63% |

**Classification Definitions**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

San Jacinto Ave S/O Esplanade Ave

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_016s

**South Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 00:15 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 00:30 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 00:45 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 01:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 01:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:30 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 01:45 | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:15 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 02:30 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 02:45 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 03:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:15 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:30 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 03:45 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 04:00 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 04:15 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 04:30 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 04:45 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 20 |
| 05:00 | 0 | 23 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 05:15 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 05:30 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 05:45 | 0 | 45 | 8 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 56 |
| 06:00 | 0 | 29 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 06:15 | 0 | 39 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 06:30 | 0 | 41 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 06:45 | 0 | 86 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 07:00 | 0 | 84 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 07:15 | 0 | 101 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 07:30 | 0 | 96 | 11 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 07:45 | 0 | 117 | 23 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| 08:00 | 0 | 130 | 23 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 |
| 08:15 | 0 | 123 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 08:30 | 0 | 113 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 08:45 | 0 | 121 | 19 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| 09:00 | 0 | 117 | 17 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 138 |
| 09:15 | 0 | 111 | 23 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 09:30 | 0 | 147 | 21 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 09:45 | 0 | 121 | 24 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 10:00 | 0 | 122 | 22 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| 10:15 | 0 | 124 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 10:30 | 0 | 126 | 27 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 |
| 10:45 | 0 | 154 | 25 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 187 |
| 11:00 | 0 | 162 | 24 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |
| 11:15 | 0 | 139 | 23 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 |
| 11:30 | 0 | 155 | 30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 |
| 11:45 | 0 | 161 | 28 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 |
| 12:00 PM | 0 | 152 | 24 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 |
| 12:15 | 0 | 180 | 28 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 |
| 12:30 | 0 | 151 | 27 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 |
| 12:45 | 0 | 155 | 25 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |
| 13:00 | 0 | 162 | 27 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 194 |
| 13:15 | 0 | 137 | 24 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 |
| 13:30 | 0 | 142 | 24 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 |
| 13:45 | 0 | 138 | 25 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 14:00 | 0 | 141 | 26 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 14:15 | 0 | 154 | 22 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 |
| 14:30 | 0 | 165 | 25 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196 |
| 14:45 | 0 | 138 | 22 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 |
| 15:00 | 0 | 161 | 23 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 |
| 15:15 | 0 | 190 | 35 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 |
| 15:30 | 0 | 214 | 29 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 249 |
| 15:45 | 0 | 223 | 34 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 266 |
| 16:00 | 0 | 169 | 29 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 |
| 16:15 | 0 | 166 | 25 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 195 |
| 16:30 | 0 | 157 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 |
| 16:45 | 0 | 162 | 28 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 |
| 17:00 | 0 | 184 | 22 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 |
| 17:15 | 0 | 171 | 27 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 204 |
| 17:30 | 0 | 166 | 23 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 194 |
| 17:45 | 0 | 146 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 |
| 18:00 | 0 | 121 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 18:15 | 1 | 153 | 23 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 182 |
| 18:30 | 0 | 147 | 24 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 175 |
| 18:45 | 0 | 140 | 21 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 |
| 19:00 | 0 | 138 | 22 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 |
| 19:15 | 0 | 103 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 19:30 | 0 | 91 | 15 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 19:45 | 0 | 101 | 18 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 20:00 | 0 | 85 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 20:15 | 0 | 86 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 20:30 | 0 | 82 | 13 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 20:45 | 0 | 83 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 21:00 | 0 | 76 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 21:15 | 0 | 68 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 21:30 | 0 | 48 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 21:45 | 0 | 51 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 22:00 | 0 | 49 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 22:15 | 0 | 41 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 22:30 | 0 | 31 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 22:45 | 0 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 23:00 | 0 | 27 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 23:15 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 23:30 | 0 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 23:45 | 0 | 20 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| **Totals** | **1** | **8814** | **1402** | **23** | **219** | **3** | | **4** | **4** | | | | | **10470** |
| **% of Totals** | 0% | 84% | 13% | 0% | 2% | 0% | | 0% | 0% | | | | | 100% |
| **AM Volumes** | 0 | 3078 | 507 | 6 | 75 | 3 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3675 |
| **% AM** | | 29% | 5% | 0% | 1% | 0% | | 0% | 0% | | | | | 35% |
| **AM Peak Hour** | | 11:30 | 11:30 | 07:00 | 10:30 | 04:15 | | 10:00 | 04:00 | | | | | 11:30 |
| **Volume** | | 648 | 110 | 2 | 21 | 1 | | 2 | 1 | | | | | 777 |
| **PM Volumes** | 1 | 5736 | 895 | 17 | 144 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6795 |
| **% PM** | 0% | 55% | 9% | 0% | 1% | | | 0% | 0% | | | | | 65% |
| **PM Peak Hour** | 17:30 | 15:15 | 15:15 | 12:00 | 15:15 | | | 17:30 | 15:30 | | | | | 15:15 |
| **Volume** | 1 | 796 | 127 | 3 | 27 | | | 1 | 1 | | | | | 953 |

| Directional Peak Periods | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All Classes | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % |
| | 1044 | | 10% | 1455 | | 14% | 1551 | | 15% | 6420 | | 61% |

**Classification Definitions**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

San Jacinto Ave S/O Esplanade Ave

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_016

**Summary**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 42 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 00:15 | 0 | 39 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 00:30 | 0 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 00:45 | 0 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 01:00 | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 01:15 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 01:30 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 01:45 | 0 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 02:00 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 02:15 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 02:30 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 02:45 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 03:00 | 0 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 03:15 | 0 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 03:30 | 0 | 39 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 03:45 | 0 | 38 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 04:00 | 0 | 52 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 04:15 | 0 | 40 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 04:30 | 0 | 46 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 04:45 | 0 | 56 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 63 |
| 05:00 | 0 | 57 | 8 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 05:15 | 0 | 58 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 05:30 | 0 | 75 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 05:45 | 0 | 111 | 18 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 134 |
| 06:00 | 0 | 89 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 06:15 | 0 | 110 | 18 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 06:30 | 0 | 110 | 16 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 06:45 | 0 | 173 | 27 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 204 |
| 07:00 | 0 | 179 | 25 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 |
| 07:15 | 0 | 196 | 29 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 230 |
| 07:30 | 0 | 180 | 26 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 211 |
| 07:45 | 0 | 228 | 38 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 274 |
| 08:00 | 0 | 239 | 38 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 282 |
| 08:15 | 0 | 228 | 35 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 266 |
| 08:30 | 0 | 216 | 34 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 255 |
| 08:45 | 0 | 252 | 39 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 |
| 09:00 | 0 | 233 | 32 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 271 |
| 09:15 | 0 | 219 | 40 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267 |
| 09:30 | 0 | 255 | 34 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 294 |
| 09:45 | 0 | 247 | 41 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 291 |
| 10:00 | 0 | 261 | 44 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 312 |
| 10:15 | 0 | 244 | 35 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 283 |
| 10:30 | 0 | 264 | 46 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 315 |
| 10:45 | 0 | 295 | 45 | 0 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 353 |
| 11:00 | 0 | 314 | 44 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 369 |
| 11:15 | 0 | 271 | 44 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 328 |
| 11:30 | 0 | 326 | 58 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 395 |
| 11:45 | 0 | 320 | 49 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 380 |
| 12:00 PM | 0 | 338 | 51 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 399 |
| 12:15 | 1 | 342 | 49 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 403 |
| 12:30 | 0 | 312 | 47 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 368 |
| 12:45 | 0 | 309 | 47 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 362 |
| 13:00 | 0 | 318 | 50 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 374 |
| 13:15 | 0 | 307 | 47 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 364 |
| 13:30 | 0 | 306 | 47 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 360 |
| 13:45 | 0 | 311 | 50 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 367 |
| 14:00 | 0 | 308 | 53 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 368 |
| 14:15 | 0 | 316 | 44 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 367 |
| 14:30 | 0 | 348 | 50 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 406 |
| 14:45 | 0 | 326 | 49 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 390 |
| 15:00 | 0 | 342 | 51 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 403 |
| 15:15 | 0 | 373 | 58 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 444 |
| 15:30 | 0 | 408 | 57 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 476 |
| 15:45 | 0 | 401 | 58 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 471 |
| 16:00 | 0 | 333 | 53 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 398 |
| 16:15 | 0 | 366 | 54 | 1 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 429 |
| 16:30 | 0 | 350 | 54 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 410 |
| 16:45 | 0 | 331 | 52 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 387 |
| 17:00 | 0 | 358 | 50 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 414 |
| 17:15 | 1 | 332 | 51 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 393 |
| 17:30 | 0 | 348 | 48 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 405 |
| 17:45 | 0 | 277 | 45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 326 |
| 18:00 | 0 | 284 | 39 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 326 |
| 18:15 | 1 | 319 | 45 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 371 |
| 18:30 | 1 | 304 | 50 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 363 |
| 18:45 | 0 | 262 | 39 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 309 |
| 19:00 | 0 | 262 | 43 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 311 |
| 19:15 | 0 | 233 | 33 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 271 |
| 19:30 | 0 | 206 | 29 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 241 |
| 19:45 | 0 | 227 | 36 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 269 |
| 20:00 | 0 | 197 | 31 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234 |
| 20:15 | 0 | 182 | 27 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 214 |
| 20:30 | 0 | 161 | 24 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 |
| 20:45 | 0 | 170 | 25 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 |
| 21:00 | 0 | 171 | 25 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 |
| 21:15 | 0 | 137 | 20 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 |
| 21:30 | 0 | 111 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 21:45 | 0 | 117 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 22:00 | 0 | 96 | 16 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 22:15 | 0 | 89 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 22:30 | 0 | 77 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 22:45 | 0 | 57 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 23:00 | 0 | 55 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 23:15 | 0 | 51 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 23:30 | 0 | 60 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 23:45 | 0 | 46 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| **Totals** | **4** | **18305** | **2758** | **44** | **424** | **3** | | **4** | **4** | | | | | **21546** |
| **% of Totals** | 0% | 85% | 13% | 0% | 2% | 0% | | 0% | 0% | | | | | 100% |
| **AM Volumes** | 0 | 6371 | 979 | 14 | 151 | 3 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 7524 |
| **% AM** | | 30% | 5% | 0% | 1% | 0% | | 0% | 0% | | | | | 35% |
| **AM Peak Hour** | 11:30 | 11:30 | 11:30 | 07:00 | 10:45 | 04:15 | | 10:00 | 04:00 | | | | | 11:30 |
| **Volume** | 1 | 1326 | 207 | 4 | 43 | 1 | | 2 | 1 | | | | | 1577 |
| **PM Volumes** | 4 | 11934 | 1779 | 30 | 273 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 14022 |
| **% PM** | 0% | 55% | 8% | 0% | 1% | | | 0% | 0% | | | | | 65% |
| **PM Peak Hr** | 17:45 | 15:00 | 15:15 | 12:00 | 14:45 | | | 17:30 | 15:30 | | | | | 15:00 |
| **Volume** | 2 | 1524 | 226 | 6 | 46 | | | 1 | 1 | | | | | 1794 |

| Directional Peak Periods | AM 7-9 | | NOON 12-2 | | PM 4-6 | | Off Peak Volumes | |
|---|---|---|---|---|---|---|---|---|
| All Classes | Volume | % | Volume | % | Volume | % | Volume | % |
| | 2024 ⟷ | 9% | 2997 ⟷ | 14% | 3162 ⟷ | 15% | 13363 ⟷ | 62% |

**Classification Definitions**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

## San Jacinto Ave S/O Esplanade Ave

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_016n

**North Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 72 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 01:00 | 0 | 38 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 02:00 | 0 | 39 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 03:00 | 0 | 89 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 04:00 | 0 | 128 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 05:00 | 0 | 197 | 28 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 232 |
| 06:00 | 0 | 287 | 41 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 335 |
| 07:00 | 0 | 385 | 57 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 451 |
| 08:00 | 0 | 448 | 68 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 529 |
| 09:00 | 0 | 458 | 62 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 531 |
| 10:00 | 0 | 538 | 76 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 622 |
| 11:00 | 0 | 614 | 90 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 727 |
| 12:00 PM | 1 | 663 | 90 | 3 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 771 |
| 13:00 | 0 | 663 | 94 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 771 |
| 14:00 | 0 | 700 | 101 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 817 |
| 15:00 | 0 | 736 | 103 | 1 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 857 |
| 16:00 | 0 | 726 | 108 | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 850 |
| 17:00 | 1 | 648 | 97 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 761 |
| 18:00 | 1 | 608 | 88 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 708 |
| 19:00 | 0 | 495 | 70 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 575 |
| 20:00 | 0 | 374 | 54 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 441 |
| 21:00 | 0 | 293 | 39 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 337 |
| 22:00 | 0 | 175 | 24 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 204 |
| 23:00 | 0 | 117 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| Totals | 3 | 9491 | 1356 | 21 | 205 | | | | | | | | | 11076 |
| % of Totals | 0% | 86% | 12% | 0% | 2% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Volumes | 0 | 3293 | 472 | 8 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3849 |
| % AM | | 30% | 4% | 0% | 1% | | | | | | | | | 35% |
| AM Peak Hour | | 11:00 | 11:00 | 06:00 | 11:00 | | | | | | | | | 11:00 |
| Volume | | 614 | 90 | 2 | 22 | | | | | | | | | 727 |
| PM Volumes | 3 | 6198 | 884 | 13 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7227 |
| % PM | 0% | 56% | 8% | 0% | 1% | | | | | | | | | 65% |
| PM Peak Hour | 12:00 | 15:00 | 16:00 | 12:00 | 15:00 | | | | | | | | | 15:00 |
| Volume | 1 | 736 | 108 | 3 | 17 | | | | | | | | | 857 |

| Directional Peak Periods All Classes | AM 7-9 Volume | AM 7-9 % | NOON 12-2 Volume | NOON 12-2 % | PM 4-6 Volume | PM 4-6 % | Off Peak Volumes Volume | Off Peak Volumes % |
|---|---|---|---|---|---|---|---|---|
| | 980 | 9% | 1542 | 14% | 1611 | 15% | 6943 | 63% |

**Classification Definitions**

| | | | | |
|---|---|---|---|---|
| **1** Motorcycles | **4** Buses | **7** > =4-Axle Single Units | **10** >=6-Axle Single Trailers | **13** >=7-Axle Multi-Trailers |
| **2** Passenger Cars | **5** 2-Axle, 6-Tire Single Units | **8** <=4-Axle Single Trailers | **11** <=5-Axle Multi-Trailers | |
| **3** 2-Axle, 4-Tire Single Units | **6** 3-Axle Single Units | **9** 5-Axle Single Trailers | **12** 6-Axle Multi-Trailers | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

## San Jacinto Ave S/O Esplanade Ave

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_016s

**South Bound**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 70 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 01:00 | 0 | 37 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 02:00 | 0 | 40 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 03:00 | 0 | 42 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 04:00 | 0 | 66 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 73 |
| 05:00 | 0 | 104 | 16 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 124 |
| 06:00 | 0 | 195 | 34 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 |
| 07:00 | 0 | 398 | 61 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 470 |
| 08:00 | 0 | 487 | 78 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 574 |
| 09:00 | 0 | 496 | 85 | 1 | 8 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 592 |
| 10:00 | 0 | 526 | 94 | 2 | 17 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 641 |
| 11:00 | 0 | 617 | 105 | 1 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 745 |
| 12:00 PM | 0 | 638 | 104 | 3 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 761 |
| 13:00 | 0 | 579 | 100 | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 694 |
| 14:00 | 0 | 598 | 95 | 2 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 714 |
| 15:00 | 0 | 788 | 121 | 2 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 937 |
| 16:00 | 0 | 654 | 105 | 2 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 774 |
| 17:00 | 0 | 667 | 97 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 777 |
| 18:00 | 1 | 561 | 85 | 1 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 661 |
| 19:00 | 0 | 433 | 71 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 517 |
| 20:00 | 0 | 336 | 53 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 401 |
| 21:00 | 0 | 243 | 37 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 286 |
| 22:00 | 0 | 144 | 22 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 |
| 23:00 | 0 | 95 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| Totals | 1 | 8814 | 1402 | 23 | 219 | 3 | | 4 | 4 | | | | | 10470 |
| % of Totals | 0% | 84% | 13% | 0% | 2% | 0% | | 0% | 0% | | | | | 100% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Volumes | 0 | 3078 | 507 | 6 | 75 | 3 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3675 |
| % AM | | 29% | 5% | 0% | 1% | 0% | | 0% | 0% | | | | | 35% |
| AM Peak Hour | | 11:00 | 11:00 | 07:00 | 11:00 | 05:00 | | 10:00 | 04:00 | | | | | 11:00 |
| Volume | | 617 | 105 | 2 | 21 | 1 | | 2 | 1 | | | | | 745 |
| PM Volumes | 1 | 5736 | 895 | 17 | 144 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6795 |
| % PM | 0% | 55% | 9% | 0% | 1% | | | 0% | 0% | | | | | 65% |
| PM Peak Hour | 18:00 | 15:00 | 15:00 | 12:00 | 15:00 | | | 18:00 | 16:00 | | | | | 15:00 |
| Volume | 1 | 788 | 121 | 3 | 26 | | | 1 | 1 | | | | | 937 |

| Directional Peak Periods | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All Classes | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % |
| | 1044 | | 10% | 1455 | | 14% | 1551 | | 15% | 6420 | | 61% |

**Classification Definitions**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **1** | Motorcycles | **4** | Buses | **7** | > =4-Axle Single Units | **10** | >=6-Axle Single Trailers | **13** | >=7-Axle Multi-Trailers |
| **2** | Passenger Cars | **5** | 2-Axle, 6-Tire Single Units | **8** | <=4-Axle Single Trailers | **11** | <=5-Axle Multi-Trailers | | |
| **3** | 2-Axle, 4-Tire Single Units | **6** | 3-Axle Single Units | **9** | 5-Axle Single Trailers | **12** | 6-Axle Multi-Trailers | | |

Prepared by National Data & Surveying Services

# CLASSIFICATION

## San Jacinto Ave S/O Esplanade Ave

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_016

**Summary**

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 AM | 0 | 142 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| 01:00 | 0 | 75 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 02:00 | 0 | 79 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 03:00 | 0 | 131 | 18 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 04:00 | 0 | 194 | 22 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 220 |
| 05:00 | 0 | 301 | 44 | 0 | 8 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 356 |
| 06:00 | 0 | 482 | 75 | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 572 |
| 07:00 | 0 | 783 | 118 | 4 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 921 |
| 08:00 | 0 | 935 | 146 | 2 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1103 |
| 09:00 | 0 | 954 | 147 | 2 | 18 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1123 |
| 10:00 | 0 | 1064 | 170 | 2 | 25 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1263 |
| 11:00 | 0 | 1231 | 195 | 2 | 43 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1472 |
| 12:00 PM | 1 | 1301 | 194 | 6 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1532 |
| 13:00 | 0 | 1242 | 194 | 4 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1465 |
| 14:00 | 0 | 1298 | 196 | 2 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1531 |
| 15:00 | 0 | 1524 | 224 | 3 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1794 |
| 16:00 | 0 | 1380 | 213 | 4 | 26 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1624 |
| 17:00 | 1 | 1315 | 194 | 1 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1538 |
| 18:00 | 2 | 1169 | 173 | 3 | 21 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1369 |
| 19:00 | 0 | 928 | 141 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1092 |
| 20:00 | 0 | 710 | 107 | 5 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 842 |
| 21:00 | 0 | 536 | 76 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 623 |
| 22:00 | 0 | 319 | 46 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 375 |
| 23:00 | 0 | 212 | 21 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 |
| Totals | 4 | 18305 | 2758 | 44 | 424 | 3 | | 4 | 4 | | | | | 21546 |
| % of Totals | 0% | 85% | 13% | 0% | 2% | 0% | | 0% | 0% | | | | | 100% |
| AM Volumes | 0 | 6371 | 979 | 14 | 151 | 3 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 7524 |
| % AM | | 30% | 5% | 0% | 1% | 0% | | 0% | 0% | | | | | 35% |
| AM Peak Hour | | 11:00 | 11:00 | 07:00 | 11:00 | 05:00 | | 10:00 | 04:00 | | | | | 11:00 |
| Volume | | 1231 | 195 | 4 | 43 | 1 | | 2 | 1 | | | | | 1472 |
| PM Volumes | 4 | 11934 | 1779 | 30 | 273 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 14022 |
| % PM | 0% | 55% | 8% | 0% | 1% | | | 0% | 0% | | | | | 65% |
| PM Peak Hour | 18:00 | 15:00 | 15:00 | 12:00 | 15:00 | | | 18:00 | 16:00 | | | | | 15:00 |
| Volume | 2 | 1524 | 224 | 6 | 43 | | | 1 | 1 | | | | | 1794 |

| Directional Peak Periods | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All Classes | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % | Volume | ⟷ | % |
| | 2024 | | 9% | 2997 | | 14% | 3162 | | 15% | 13363 | | 62% |

**Classification Definitions**

| | | | | |
|---|---|---|---|---|
| **1** Motorcycles | **4** Buses | **7** > =4-Axle Single Units | **10** >=6-Axle Single Trailers | **13** >=7-Axle Multi-Trailers |
| **2** Passenger Cars | **5** 2-Axle, 6-Tire Single Units | **8** <=4-Axle Single Trailers | **11** <=5-Axle Multi-Trailers | |
| **3** 2-Axle, 4-Tire Single Units | **6** 3-Axle Single Units | **9** 5-Axle Single Trailers | **12** 6-Axle Multi-Trailers | |

Prepared by NDS/ATD

| DAILY TOTALS | NB | SB | EB | WB | Tot |
|---|---|---|---|---|---|
| | 11,076 | 10,470 | 0 | 0 | 21,5 |

| AM Period | NB | | SB | | EB | WB | TOTAL | | PM Period | NB | | SB | | EB | WB | TOT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 22 | | 27 | | 0 | 0 | 49 | | 12:00 | 219 | | 180 | | 0 | 0 | 399 |
| 00:15 | 23 | | 22 | | 0 | 0 | 45 | | 12:15 | 191 | | 212 | | 0 | 0 | 403 |
| 00:30 | 19 | | 17 | | 0 | 0 | 36 | | 12:30 | 184 | | 184 | | 0 | 0 | 368 |
| 00:45 | 18 | 82 | 14 | 80 | 0 | 0 | 32 | 162 | 12:45 | 177 | 771 | 185 | 761 | 0 | 0 | 362 |
| 01:00 | 16 | | 10 | | 0 | 0 | 26 | | 13:00 | 180 | | 194 | | 0 | 0 | 374 |
| 01:15 | 10 | | 9 | | 0 | 0 | 19 | | 13:15 | 200 | | 164 | | 0 | 0 | 364 |
| 01:30 | 9 | | 15 | | 0 | 0 | 24 | | 13:30 | 189 | | 171 | | 0 | 0 | 360 |
| 01:45 | 9 | 44 | 10 | 44 | 0 | 0 | 19 | 88 | 13:45 | 202 | 771 | 165 | 694 | 0 | 0 | 367 |
| 02:00 | 13 | | 10 | | 0 | 0 | 23 | | 14:00 | 198 | | 170 | | 0 | 0 | 368 |
| 02:15 | 10 | | 11 | | 0 | 0 | 21 | | 14:15 | 187 | | 180 | | 0 | 0 | 367 |
| 02:30 | 12 | | 9 | | 0 | 0 | 21 | | 14:30 | 210 | | 196 | | 0 | 0 | 406 |
| 02:45 | 10 | 45 | 16 | 46 | 0 | 0 | 26 | 91 | 14:45 | 222 | 817 | 168 | 714 | 0 | 0 | 390 |
| 03:00 | 23 | | 10 | | 0 | 0 | 33 | | 15:00 | 212 | | 191 | | 0 | 0 | 403 |
| 03:15 | 18 | | 10 | | 0 | 0 | 28 | | 15:15 | 213 | | 231 | | 0 | 0 | 444 |
| 03:30 | 27 | | 16 | | 0 | 0 | 43 | | 15:30 | 227 | | 249 | | 0 | 0 | 476 |
| 03:45 | 36 | 104 | 13 | 49 | 0 | 0 | 49 | 153 | 15:45 | 205 | 857 | 266 | 937 | 0 | 0 | 471 |
| 04:00 | 35 | | 22 | | 0 | 0 | 57 | | 16:00 | 191 | | 207 | | 0 | 0 | 398 |
| 04:15 | 34 | | 15 | | 0 | 0 | 49 | | 16:15 | 234 | | 195 | | 0 | 0 | 429 |
| 04:30 | 35 | | 16 | | 0 | 0 | 51 | | 16:30 | 229 | | 181 | | 0 | 0 | 410 |
| 04:45 | 43 | 147 | 20 | 73 | 0 | 0 | 63 | 220 | 16:45 | 196 | 850 | 191 | 774 | 0 | 0 | 387 |
| 05:00 | 41 | | 27 | | 0 | 0 | 68 | | 17:00 | 206 | | 208 | | 0 | 0 | 414 |
| 05:15 | 53 | | 15 | | 0 | 0 | 68 | | 17:15 | 189 | | 204 | | 0 | 0 | 393 |
| 05:30 | 60 | | 26 | | 0 | 0 | 86 | | 17:30 | 211 | | 194 | | 0 | 0 | 405 |
| 05:45 | 78 | 232 | 56 | 124 | 0 | 0 | 134 | 356 | 17:45 | 155 | 761 | 171 | 777 | 0 | 0 | 326 |
| 06:00 | 69 | | 36 | | 0 | 0 | 105 | | 18:00 | 186 | | 140 | | 0 | 0 | 326 |
| 06:15 | 84 | | 48 | | 0 | 0 | 132 | | 18:15 | 189 | | 182 | | 0 | 0 | 371 |
| 06:30 | 82 | | 49 | | 0 | 0 | 131 | | 18:30 | 188 | | 175 | | 0 | 0 | 363 |
| 06:45 | 100 | 335 | 104 | 237 | 0 | 0 | 204 | 572 | 18:45 | 145 | 708 | 164 | 661 | 0 | 0 | 309 |
| 07:00 | 109 | | 97 | | 0 | 0 | 206 | | 19:00 | 147 | | 164 | | 0 | 0 | 311 |
| 07:15 | 112 | | 118 | | 0 | 0 | 230 | | 19:15 | 150 | | 121 | | 0 | 0 | 271 |
| 07:30 | 100 | | 111 | | 0 | 0 | 211 | | 19:30 | 131 | | 110 | | 0 | 0 | 241 |
| 07:45 | 130 | 451 | 144 | 470 | 0 | 0 | 274 | 921 | 19:45 | 147 | 575 | 122 | 517 | 0 | 0 | 269 |
| 08:00 | 127 | | 155 | | 0 | 0 | 282 | | 20:00 | 133 | | 101 | | 0 | 0 | 234 |
| 08:15 | 123 | | 143 | | 0 | 0 | 266 | | 20:15 | 112 | | 102 | | 0 | 0 | 214 |
| 08:30 | 123 | | 132 | | 0 | 0 | 255 | | 20:30 | 93 | | 99 | | 0 | 0 | 192 |
| 08:45 | 156 | 529 | 144 | 574 | 0 | 0 | 300 | 1103 | 20:45 | 103 | 441 | 99 | 401 | 0 | 0 | 202 |
| 09:00 | 133 | | 138 | | 0 | 0 | 271 | | 21:00 | 111 | | 88 | | 0 | 0 | 199 |
| 09:15 | 129 | | 138 | | 0 | 0 | 267 | | 21:15 | 79 | | 82 | | 0 | 0 | 161 |
| 09:30 | 124 | | 170 | | 0 | 0 | 294 | | 21:30 | 72 | | 56 | | 0 | 0 | 128 |
| 09:45 | 145 | 531 | 146 | 592 | 0 | 0 | 291 | 1123 | 21:45 | 75 | 337 | 60 | 286 | 0 | 0 | 135 |
| 10:00 | 162 | | 150 | | 0 | 0 | 312 | | 22:00 | 58 | | 58 | | 0 | 0 | 116 |
| 10:15 | 136 | | 147 | | 0 | 0 | 283 | | 22:15 | 54 | | 49 | | 0 | 0 | 103 |
| 10:30 | 158 | | 157 | | 0 | 0 | 315 | | 22:30 | 52 | | 37 | | 0 | 0 | 89 |
| 10:45 | 166 | 622 | 187 | 641 | 0 | 0 | 353 | 1263 | 22:45 | 40 | 204 | 27 | 171 | 0 | 0 | 67 |
| 11:00 | 176 | | 193 | | 0 | 0 | 369 | | 23:00 | 34 | | 28 | | 0 | 0 | 62 |
| 11:15 | 161 | | 167 | | 0 | 0 | 328 | | 23:15 | 31 | | 24 | | 0 | 0 | 55 |
| 11:30 | 205 | | 190 | | 0 | 0 | 395 | | 23:30 | 41 | | 28 | | 0 | 0 | 69 |
| 11:45 | 185 | 727 | 195 | 745 | 0 | 0 | 380 | 1472 | 23:45 | 29 | 135 | 22 | 102 | 0 | 0 | 51 |
| TOTALS | | 3849 | | 3675 | | | | 7524 | TOTALS | | 7227 | | 6795 | | | |
| SPLIT % | | 51.2% | | 48.8% | | | | 34.9% | SPLIT % | | 51.5% | | 48.5% | | | |

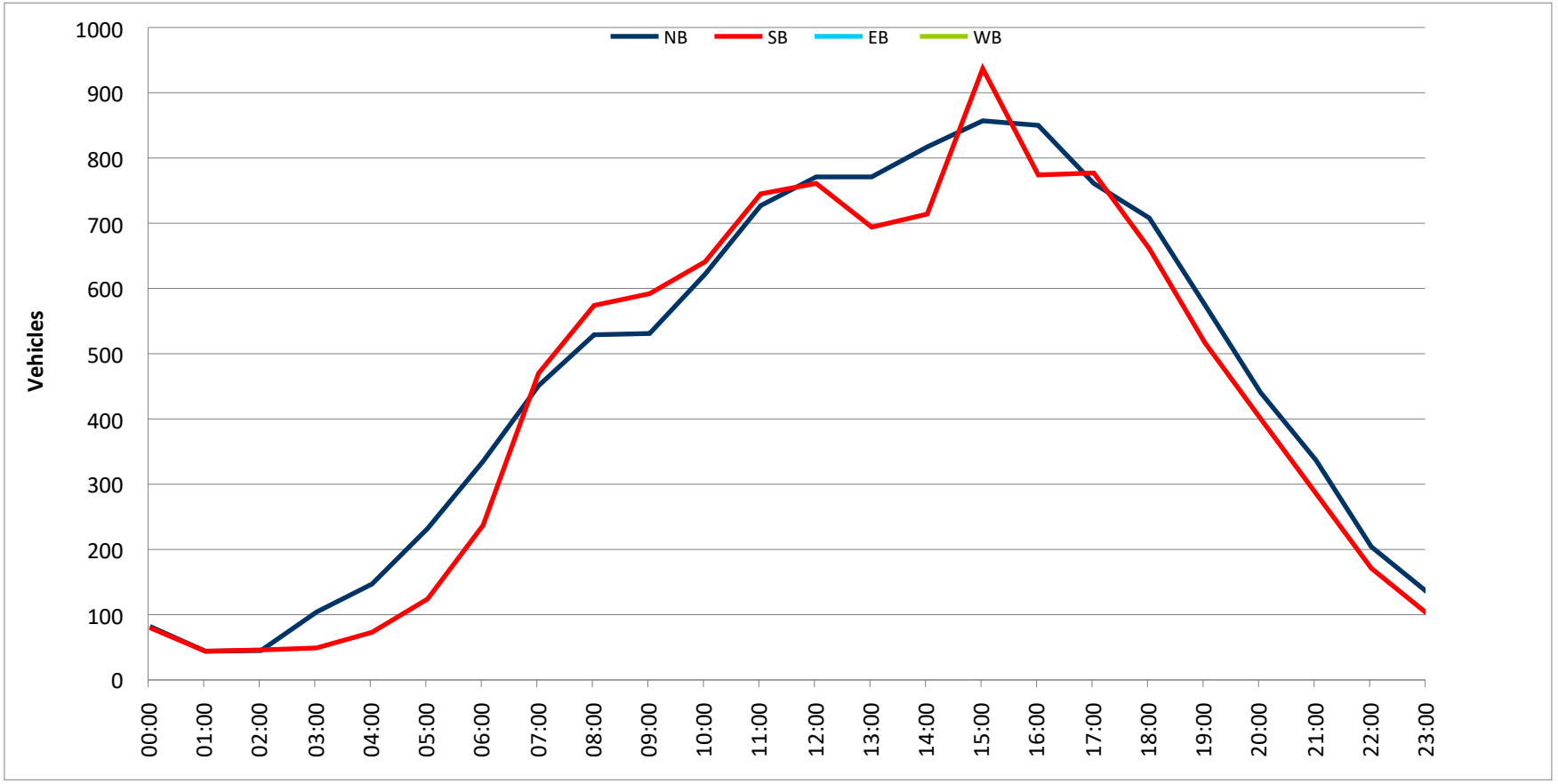

| DAILY TOTALS | NB | SB | EB | WB | Tot |
|---|---|---|---|---|---|
| | 11,076 | 10,470 | 0 | 0 | 21,5 |


| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 11:30 | | 11:30 | | | | 11:30 | | PM Peak Hour | 14:45 | | 15:15 | | | | |
| AM Pk Volume | 800 | | 777 | | | | 1577 | | PM Pk Volume | 874 | | 953 | | | | |
| Pk Hr Factor | 0.913 | | 0.916 | | | | 0.978 | | Pk Hr Factor | 0.963 | | 0.896 | | | | |
| 7 - 9 Volume | 980 | | 1044 | | 0 | 0 | 2024 | | 4 - 6 Volume | 1611 | | 1551 | | 0 | 0 | |
| 7 - 9 Peak Hour | 08:00 | | 07:45 | | | | 08:00 | | 4 - 6 Peak Hour | 16:15 | | 16:45 | | | | |
| 7 - 9 Pk Volume | 529 | | 574 | | 0 | 0 | 1103 | | 4 - 6 Pk Volume | 865 | | 797 | | 0 | 0 | |
| Pk Hr Factor | 0.848 | | 0.926 | | 0.000 | 0.000 | 0.919 | | Pk Hr Factor | 0.924 | | 0.958 | | 0.000 | 0.000 | |

Prepared by NDS/ATD

**Project #:** CA19_6064_016 **City:** San Jacinto

**Location:** San Jacinto Ave S/O Esplanade Ave **Date:** 5/7/2019



Prepared by NDS/ATD

# VOLUME

Esplanade Ave Bet. Hewitt St & Ramona Expy

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_017

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 5,035 | 5,010 | 10,045 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 9 | | 2 | | 11 | | 12:00 | | | 70 | | 69 | | 139 | |
| 00:15 | | | 6 | | 8 | | 14 | | 12:15 | | | 64 | | 74 | | 138 | |
| 00:30 | | | 8 | | 6 | | 14 | | 12:30 | | | 58 | | 67 | | 125 | |
| 00:45 | | | 6 | 29 | 5 | 21 | 11 | 50 | 12:45 | | | 63 | 255 | 77 | 287 | 140 | 542 |
| 01:00 | | | 7 | | 9 | | 16 | | 13:00 | | | 80 | | 52 | | 132 | |
| 01:15 | | | 5 | | 5 | | 10 | | 13:15 | | | 63 | | 74 | | 137 | |
| 01:30 | | | 6 | | 5 | | 11 | | 13:30 | | | 72 | | 73 | | 145 | |
| 01:45 | | | 5 | 23 | 11 | 30 | 16 | 53 | 13:45 | | | 83 | 298 | 71 | 270 | 154 | 568 |
| 02:00 | | | 1 | | 9 | | 10 | | 14:00 | | | 127 | | 114 | | 241 | |
| 02:15 | | | 5 | | 1 | | 6 | | 14:15 | | | 93 | | 137 | | 230 | |
| 02:30 | | | 4 | | 3 | | 7 | | 14:30 | | | 106 | | 97 | | 203 | |
| 02:45 | | | 3 | 13 | 6 | 19 | 9 | 32 | 14:45 | | | 79 | 405 | 91 | 439 | 170 | 844 |
| 03:00 | | | 4 | | 7 | | 11 | | 15:00 | | | 107 | | 99 | | 206 | |
| 03:15 | | | 4 | | 11 | | 15 | | 15:15 | | | 147 | | 132 | | 279 | |
| 03:30 | | | 7 | | 8 | | 15 | | 15:30 | | | 107 | | 108 | | 215 | |
| 03:45 | | | 6 | 21 | 14 | 40 | 20 | 61 | 15:45 | | | 119 | 480 | 89 | 428 | 208 | 908 |
| 04:00 | | | 7 | | 14 | | 21 | | 16:00 | | | 117 | | 75 | | 192 | |
| 04:15 | | | 3 | | 13 | | 16 | | 16:15 | | | 111 | | 78 | | 189 | |
| 04:30 | | | 4 | | 26 | | 30 | | 16:30 | | | 95 | | 94 | | 189 | |
| 04:45 | | | 6 | 20 | 19 | 72 | 25 | 92 | 16:45 | | | 119 | 442 | 90 | 337 | 209 | 779 |
| 05:00 | | | 5 | | 17 | | 22 | | 17:00 | | | 103 | | 87 | | 190 | |
| 05:15 | | | 8 | | 18 | | 26 | | 17:15 | | | 95 | | 73 | | 168 | |
| 05:30 | | | 7 | | 31 | | 38 | | 17:30 | | | 111 | | 90 | | 201 | |
| 05:45 | | | 21 | 41 | 48 | 114 | 69 | 155 | 17:45 | | | 94 | 403 | 71 | 321 | 165 | 724 |
| 06:00 | | | 12 | | 38 | | 50 | | 18:00 | | | 98 | | 65 | | 163 | |
| 06:15 | | | 17 | | 32 | | 49 | | 18:15 | | | 85 | | 72 | | 157 | |
| 06:30 | | | 22 | | 44 | | 66 | | 18:30 | | | 93 | | 79 | | 172 | |
| 06:45 | | | 44 | 95 | 74 | 188 | 118 | 283 | 18:45 | | | 59 | 335 | 69 | 285 | 128 | 620 |
| 07:00 | | | 65 | | 69 | | 134 | | 19:00 | | | 86 | | 49 | | 135 | |
| 07:15 | | | 86 | | 117 | | 203 | | 19:15 | | | 73 | | 56 | | 129 | |
| 07:30 | | | 39 | | 109 | | 148 | | 19:30 | | | 79 | | 33 | | 112 | |
| 07:45 | | | 59 | 249 | 110 | 405 | 169 | 654 | 19:45 | | | 77 | 315 | 43 | 181 | 120 | 496 |
| 08:00 | | | 82 | | 84 | | 166 | | 20:00 | | | 64 | | 37 | | 101 | |
| 08:15 | | | 58 | | 97 | | 155 | | 20:15 | | | 52 | | 36 | | 88 | |
| 08:30 | | | 73 | | 105 | | 178 | | 20:30 | | | 65 | | 27 | | 92 | |
| 08:45 | | | 55 | 268 | 89 | 375 | 144 | 643 | 20:45 | | | 39 | 220 | 30 | 130 | 69 | 350 |
| 09:00 | | | 54 | | 55 | | 109 | | 21:00 | | | 57 | | 46 | | 103 | |
| 09:15 | | | 52 | | 58 | | 110 | | 21:15 | | | 67 | | 26 | | 93 | |
| 09:30 | | | 55 | | 67 | | 122 | | 21:30 | | | 40 | | 21 | | 61 | |
| 09:45 | | | 57 | 218 | 63 | 243 | 120 | 461 | 21:45 | | | 29 | 193 | 39 | 132 | 68 | 325 |
| 10:00 | | | 57 | | 58 | | 115 | | 22:00 | | | 27 | | 22 | | 49 | |
| 10:15 | | | 51 | | 64 | | 115 | | 22:15 | | | 31 | | 23 | | 54 | |
| 10:30 | | | 70 | | 53 | | 123 | | 22:30 | | | 24 | | 18 | | 42 | |
| 10:45 | | | 59 | 237 | 82 | 257 | 141 | 494 | 22:45 | | | 26 | 108 | 12 | 75 | 38 | 183 |
| 11:00 | | | 67 | | 83 | | 150 | | 23:00 | | | 18 | | 14 | | 32 | |
| 11:15 | | | 71 | | 80 | | 151 | | 23:15 | | | 16 | | 15 | | 31 | |
| 11:30 | | | 77 | | 75 | | 152 | | 23:30 | | | 26 | | 16 | | 42 | |
| 11:45 | | | 81 | 296 | 63 | 301 | 144 | 597 | 23:45 | | | 11 | 71 | 15 | 60 | 26 | 131 |
| **TOTALS** | | | | 1510 | | 2065 | | **3575** | **TOTALS** | | | | 3525 | | 2945 | | **6470** |
| **SPLIT %** | | | | 42.2% | | 57.8% | | **35.6%** | **SPLIT %** | | | | 54.5% | | 45.5% | | **64.4%** |

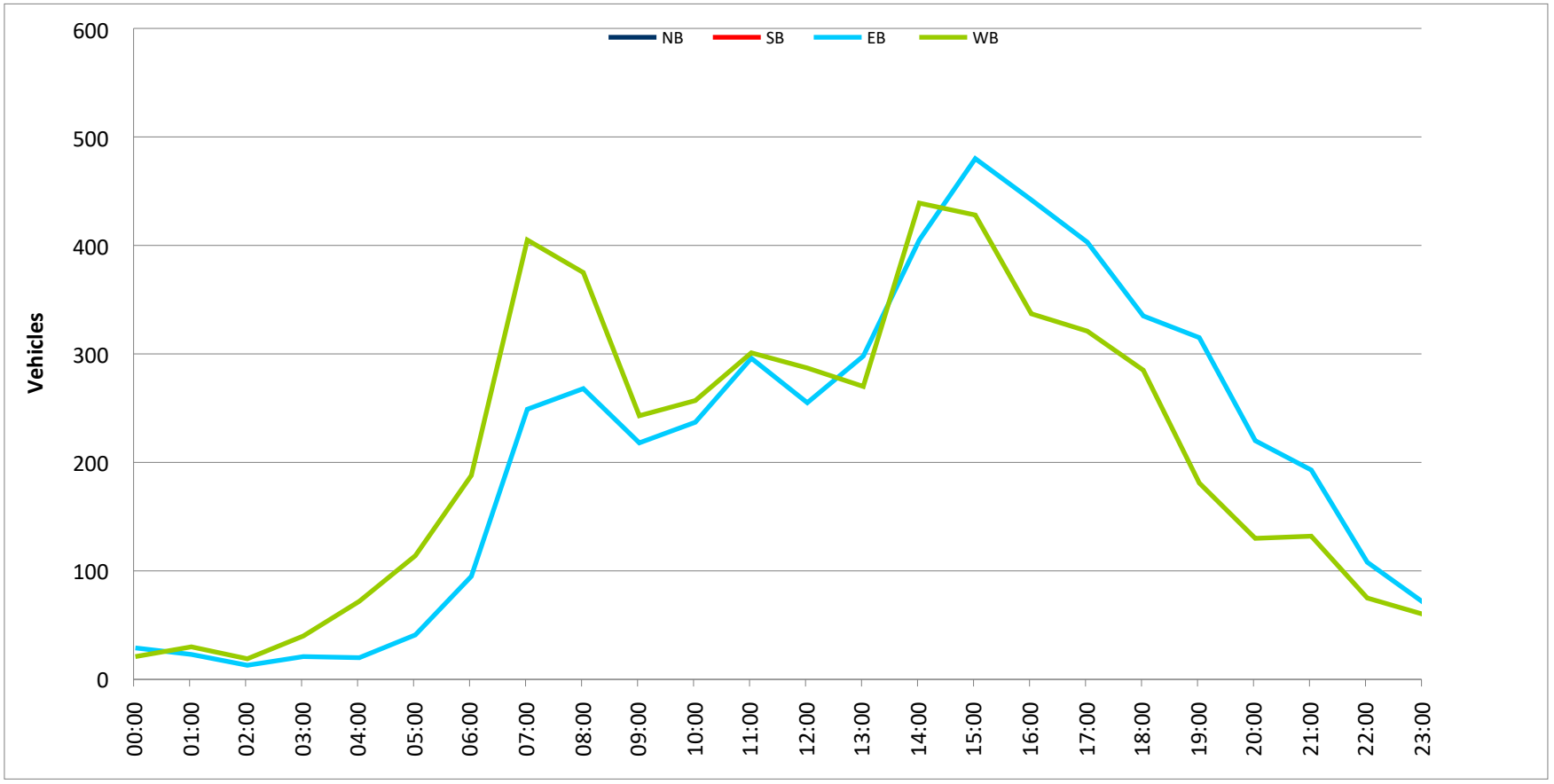
| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 5,035 | 5,010 | 10,045 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Peak Hour** | | | | 11:15 | 07:15 | **07:15** | **PM Peak Hour** | | | | 15:15 | 14:00 | **15:00** |
| **AM Pk Volume** | | | | 299 | 420 | **686** | **PM Pk Volume** | | | | 490 | 439 | **908** |
| **Pk Hr Factor** | | | | 0.923 | 0.897 | **0.845** | **Pk Hr Factor** | | | | 0.833 | 0.801 | **0.814** |
| **7 - 9 Volume** | 0 | 0 | | 517 | 780 | **1297** | **4 - 6 Volume** | 0 | 0 | | 845 | 658 | **1503** |
| **7 - 9 Peak Hour** | | | | 07:45 | 07:15 | **07:15** | **4 - 6 Peak Hour** | | | | 16:00 | 16:15 | **16:00** |
| **7 - 9 Pk Volume** | 0 | 0 | | 272 | 420 | **686** | **4 - 6 Pk Volume** | 0 | 0 | | 442 | 349 | **779** |
| **Pk Hr Factor** | 0.000 | 0.000 | | 0.829 | 0.897 | **0.845** | **Pk Hr Factor** | 0.000 | 0.000 | | 0.929 | 0.928 | **0.932** |

Prepared by NDS/ATD

**Project #:** CA19_6064_017 **City:** San Jacinto

**Location:** Esplanade Ave Bet. Hewitt St & Ramona Expy **Date:** 5/7/2019



Prepared by NDS/ATD

# VOLUME

Lake Park Dr E/O Ramona Expy

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_018

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 6,036 | 6,214 | 12,250 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 36 | | 36 | | 72 | | 12:00 | | | 99 | | 77 | | 176 | |
| 00:15 | | | 18 | | 57 | | 75 | | 12:15 | | | 73 | | 61 | | 134 | |
| 00:30 | | | 26 | | 32 | | 58 | | 12:30 | | | 73 | | 78 | | 151 | |
| 00:45 | | | 19 | 99 | 31 | 156 | 50 | 255 | 12:45 | | | 88 | 333 | 75 | 291 | 163 | 624 |
| 01:00 | | | 19 | | 23 | | 42 | | 13:00 | | | 74 | | 83 | | 157 | |
| 01:15 | | | 14 | | 27 | | 41 | | 13:15 | | | 75 | | 80 | | 155 | |
| 01:30 | | | 13 | | 35 | | 48 | | 13:30 | | | 90 | | 94 | | 184 | |
| 01:45 | | | 19 | 65 | 25 | 110 | 44 | 175 | 13:45 | | | 85 | 324 | 82 | 339 | 167 | 663 |
| 02:00 | | | 15 | | 28 | | 43 | | 14:00 | | | 93 | | 122 | | 215 | |
| 02:15 | | | 8 | | 29 | | 37 | | 14:15 | | | 87 | | 87 | | 174 | |
| 02:30 | | | 8 | | 25 | | 33 | | 14:30 | | | 90 | | 106 | | 196 | |
| 02:45 | | | 9 | 40 | 27 | 109 | 36 | 149 | 14:45 | | | 106 | 376 | 98 | 413 | 204 | 789 |
| 03:00 | | | 18 | | 28 | | 46 | | 15:00 | | | 85 | | 146 | | 231 | |
| 03:15 | | | 19 | | 19 | | 38 | | 15:15 | | | 105 | | 119 | | 224 | |
| 03:30 | | | 15 | | 19 | | 34 | | 15:30 | | | 108 | | 101 | | 209 | |
| 03:45 | | | 17 | 69 | 26 | 92 | 43 | 161 | 15:45 | | | 109 | 407 | 120 | 486 | 229 | 893 |
| 04:00 | | | 17 | | 22 | | 39 | | 16:00 | | | 128 | | 170 | | 298 | |
| 04:15 | | | 22 | | 16 | | 38 | | 16:15 | | | 126 | | 123 | | 249 | |
| 04:30 | | | 10 | | 15 | | 25 | | 16:30 | | | 97 | | 111 | | 208 | |
| 04:45 | | | 26 | 75 | 16 | 69 | 42 | 144 | 16:45 | | | 90 | 441 | 141 | 545 | 231 | 986 |
| 05:00 | | | 36 | | 15 | | 51 | | 17:00 | | | 68 | | 118 | | 186 | |
| 05:15 | | | 38 | | 20 | | 58 | | 17:15 | | | 72 | | 119 | | 191 | |
| 05:30 | | | 29 | | 22 | | 51 | | 17:30 | | | 76 | | 138 | | 214 | |
| 05:45 | | | 76 | 179 | 22 | 79 | 98 | 258 | 17:45 | | | 81 | 297 | 104 | 479 | 185 | 776 |
| 06:00 | | | 41 | | 45 | | 86 | | 18:00 | | | 82 | | 106 | | 188 | |
| 06:15 | | | 38 | | 28 | | 66 | | 18:15 | | | 74 | | 87 | | 161 | |
| 06:30 | | | 71 | | 35 | | 106 | | 18:30 | | | 79 | | 123 | | 202 | |
| 06:45 | | | 99 | 249 | 39 | 147 | 138 | 396 | 18:45 | | | 71 | 306 | 135 | 451 | 206 | 757 |
| 07:00 | | | 81 | | 59 | | 140 | | 19:00 | | | 66 | | 85 | | 151 | |
| 07:15 | | | 103 | | 56 | | 159 | | 19:15 | | | 66 | | 80 | | 146 | |
| 07:30 | | | 83 | | 44 | | 127 | | 19:30 | | | 68 | | 76 | | 144 | |
| 07:45 | | | 82 | 349 | 49 | 208 | 131 | 557 | 19:45 | | | 71 | 271 | 66 | 307 | 137 | 578 |
| 08:00 | | | 76 | | 50 | | 126 | | 20:00 | | | 63 | | 64 | | 127 | |
| 08:15 | | | 78 | | 51 | | 129 | | 20:15 | | | 75 | | 70 | | 145 | |
| 08:30 | | | 93 | | 69 | | 162 | | 20:30 | | | 61 | | 63 | | 124 | |
| 08:45 | | | 87 | 334 | 49 | 219 | 136 | 553 | 20:45 | | | 71 | 270 | 59 | 256 | 130 | 526 |
| 09:00 | | | 76 | | 54 | | 130 | | 21:00 | | | 70 | | 65 | | 135 | |
| 09:15 | | | 74 | | 55 | | 129 | | 21:15 | | | 72 | | 47 | | 119 | |
| 09:30 | | | 69 | | 42 | | 111 | | 21:30 | | | 69 | | 50 | | 119 | |
| 09:45 | | | 73 | 292 | 49 | 200 | 122 | 492 | 21:45 | | | 73 | 284 | 64 | 226 | 137 | 510 |
| 10:00 | | | 63 | | 54 | | 117 | | 22:00 | | | 50 | | 95 | | 145 | |
| 10:15 | | | 85 | | 47 | | 132 | | 22:15 | | | 48 | | 60 | | 108 | |
| 10:30 | | | 61 | | 75 | | 136 | | 22:30 | | | 58 | | 70 | | 128 | |
| 10:45 | | | 82 | 291 | 76 | 252 | 158 | 543 | 22:45 | | | 46 | 202 | 49 | 274 | 95 | 476 |
| 11:00 | | | 81 | | 77 | | 158 | | 23:00 | | | 34 | | 51 | | 85 | |
| 11:15 | | | 67 | | 71 | | 138 | | 23:15 | | | 30 | | 68 | | 98 | |
| 11:30 | | | 103 | | 79 | | 182 | | 23:30 | | | 42 | | 53 | | 95 | |
| 11:45 | | | 93 | 344 | 65 | 292 | 158 | 636 | 23:45 | | | 33 | 139 | 42 | 214 | 75 | 353 |
| TOTALS | | | | 2386 | | 1933 | | 4319 | TOTALS | | | | 3650 | | 4281 | | 7931 |
| SPLIT % | | | | 55.2% | | 44.8% | | 35.3% | SPLIT % | | | | 46.0% | | 54.0% | | 64.7% |

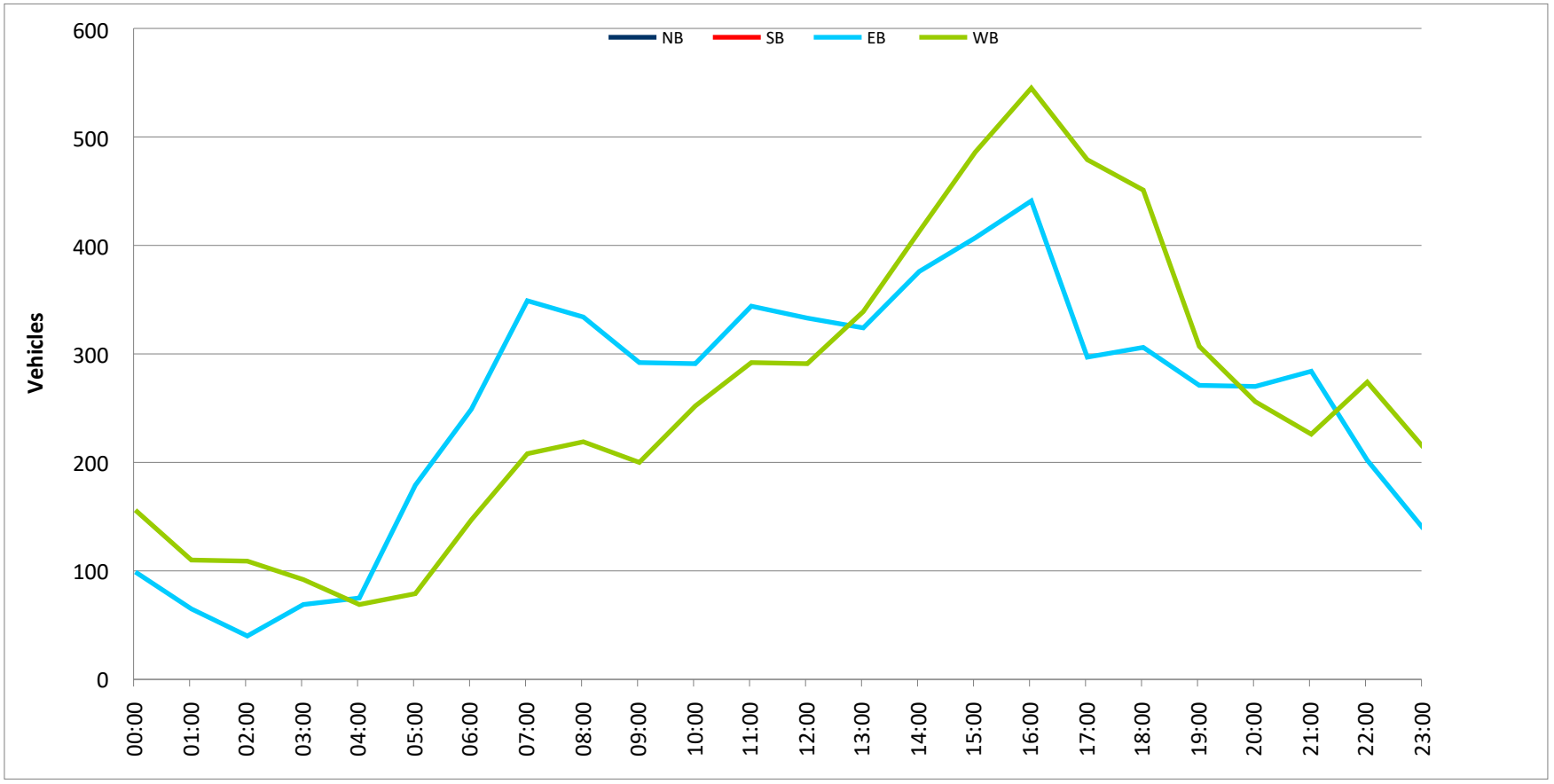
| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 6,036 | 6,214 | 12,250 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 11:30 | 10:45 | 11:15 | PM Peak Hour | | | 15:30 | 16:00 | 16:00 |
| AM Pk Volume | | | 368 | 303 | 654 | PM Pk Volume | | | 471 | 545 | 986 |
| Pk Hr Factor | | | 0.893 | 0.959 | 0.898 | Pk Hr Factor | | | 0.920 | 0.801 | 0.827 |
| 7 - 9 Volume | 0 | 0 | 683 | 427 | 1110 | 4 - 6 Volume | 0 | 0 | 738 | 1024 | 1762 |
| 7 - 9 Peak Hour | | | 07:00 | 07:45 | 07:00 | 4 - 6 Peak Hour | | | 16:00 | 16:00 | 16:00 |
| 7 - 9 Pk Volume | 0 | 0 | 349 | 219 | 557 | 4 - 6 Pk Volume | 0 | 0 | 441 | 545 | 986 |
| Pk Hr Factor | 0.000 | 0.000 | 0.847 | 0.793 | 0.876 | Pk Hr Factor | 0.000 | 0.000 | 0.861 | 0.801 | 0.827 |

Prepared by NDS/ATD

**Project #:** CA19_6064_018 **City:** San Jacinto

**Location:** Lake Park Dr E/O Ramona Expy **Date:** 5/7/2019



Prepared by NDS/ATD

# VOLUME

Ramona Expy S/O Esplanade Ave

**Day:** Tuesday
**Date:** 5/7/2019

**City:** San Jacinto
**Project #:** CA19_6064_019

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 9,525 | 9,181 | 0 | 0 | 18,706 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 13 | | 22 | | | | | | 35 | | 12:00 | 129 | | 138 | | | | | | 267 | |
| 00:15 | 14 | | 37 | | | | | | 51 | | 12:15 | 119 | | 102 | | | | | | 221 | |
| 00:30 | 16 | | 32 | | | | | | 48 | | 12:30 | 105 | | 97 | | | | | | 202 | |
| 00:45 | 17 | 60 | 27 | 118 | | | | | 44 | 178 | 12:45 | 137 | 490 | 105 | 442 | | | | | 242 | 932 |
| 01:00 | 8 | | 27 | | | | | | 35 | | 13:00 | 118 | | 113 | | | | | | 231 | |
| 01:15 | 4 | | 16 | | | | | | 20 | | 13:15 | 110 | | 103 | | | | | | 213 | |
| 01:30 | 9 | | 12 | | | | | | 21 | | 13:30 | 135 | | 112 | | | | | | 247 | |
| 01:45 | 15 | 36 | 22 | 77 | | | | | 37 | 113 | 13:45 | 142 | 505 | 133 | 461 | | | | | 275 | 966 |
| 02:00 | 14 | | 14 | | | | | | 28 | | 14:00 | 128 | | 162 | | | | | | 290 | |
| 02:15 | 10 | | 17 | | | | | | 27 | | 14:15 | 147 | | 126 | | | | | | 273 | |
| 02:30 | 13 | | 17 | | | | | | 30 | | 14:30 | 167 | | 172 | | | | | | 339 | |
| 02:45 | 27 | 64 | 12 | 60 | | | | | 39 | 124 | 14:45 | 186 | 628 | 160 | 620 | | | | | 346 | 1248 |
| 03:00 | 27 | | 14 | | | | | | 41 | | 15:00 | 167 | | 189 | | | | | | 356 | |
| 03:15 | 42 | | 13 | | | | | | 55 | | 15:15 | 135 | | 225 | | | | | | 360 | |
| 03:30 | 43 | | 15 | | | | | | 58 | | 15:30 | 121 | | 222 | | | | | | 343 | |
| 03:45 | 67 | 179 | 13 | 55 | | | | | 80 | 234 | 15:45 | 139 | 562 | 202 | 838 | | | | | 341 | 1400 |
| 04:00 | 90 | | 17 | | | | | | 107 | | 16:00 | 120 | | 219 | | | | | | 339 | |
| 04:15 | 73 | | 16 | | | | | | 89 | | 16:15 | 147 | | 199 | | | | | | 346 | |
| 04:30 | 81 | | 14 | | | | | | 95 | | 16:30 | 117 | | 237 | | | | | | 354 | |
| 04:45 | 112 | 356 | 20 | 67 | | | | | 132 | 423 | 16:45 | 117 | 501 | 213 | 868 | | | | | 330 | 1369 |
| 05:00 | 113 | | 25 | | | | | | 138 | | 17:00 | 120 | | 229 | | | | | | 349 | |
| 05:15 | 140 | | 24 | | | | | | 164 | | 17:15 | 134 | | 226 | | | | | | 360 | |
| 05:30 | 144 | | 18 | | | | | | 162 | | 17:30 | 102 | | 243 | | | | | | 345 | |
| 05:45 | 150 | 547 | 39 | 106 | | | | | 189 | 653 | 17:45 | 96 | 452 | 207 | 905 | | | | | 303 | 1357 |
| 06:00 | 162 | | 52 | | | | | | 214 | | 18:00 | 101 | | 191 | | | | | | 292 | |
| 06:15 | 186 | | 67 | | | | | | 253 | | 18:15 | 108 | | 186 | | | | | | 294 | |
| 06:30 | 193 | | 63 | | | | | | 256 | | 18:30 | 108 | | 175 | | | | | | 283 | |
| 06:45 | 263 | 804 | 78 | 260 | | | | | 341 | 1064 | 18:45 | 73 | 390 | 165 | 717 | | | | | 238 | 1107 |
| 07:00 | 226 | | 99 | | | | | | 325 | | 19:00 | 73 | | 153 | | | | | | 226 | |
| 07:15 | 239 | | 104 | | | | | | 343 | | 19:15 | 93 | | 148 | | | | | | 241 | |
| 07:30 | 216 | | 95 | | | | | | 311 | | 19:30 | 65 | | 131 | | | | | | 196 | |
| 07:45 | 218 | 899 | 86 | 384 | | | | | 304 | 1283 | 19:45 | 81 | 312 | 124 | 556 | | | | | 205 | 868 |
| 08:00 | 160 | | 83 | | | | | | 243 | | 20:00 | 58 | | 136 | | | | | | 194 | |
| 08:15 | 182 | | 90 | | | | | | 272 | | 20:15 | 49 | | 98 | | | | | | 147 | |
| 08:30 | 171 | | 82 | | | | | | 253 | | 20:30 | 53 | | 112 | | | | | | 165 | |
| 08:45 | 141 | 654 | 102 | 357 | | | | | 243 | 1011 | 20:45 | 57 | 217 | 81 | 427 | | | | | 138 | 644 |
| 09:00 | 110 | | 93 | | | | | | 203 | | 21:00 | 62 | | 100 | | | | | | 162 | |
| 09:15 | 124 | | 83 | | | | | | 207 | | 21:15 | 42 | | 77 | | | | | | 119 | |
| 09:30 | 131 | | 77 | | | | | | 208 | | 21:30 | 58 | | 74 | | | | | | 132 | |
| 09:45 | 113 | 478 | 96 | 349 | | | | | 209 | 827 | 21:45 | 43 | 205 | 72 | 323 | | | | | 115 | 528 |
| 10:00 | 124 | | 72 | | | | | | 196 | | 22:00 | 42 | | 77 | | | | | | 119 | |
| 10:15 | 123 | | 81 | | | | | | 204 | | 22:15 | 30 | | 77 | | | | | | 107 | |
| 10:30 | 119 | | 88 | | | | | | 207 | | 22:30 | 38 | | 63 | | | | | | 101 | |
| 10:45 | 116 | 482 | 78 | 319 | | | | | 194 | 801 | 22:45 | 24 | 134 | 58 | 275 | | | | | 82 | 409 |
| 11:00 | 150 | | 116 | | | | | | 266 | | 23:00 | 22 | | 49 | | | | | | 71 | |
| 11:15 | 92 | | 94 | | | | | | 186 | | 23:15 | 21 | | 46 | | | | | | 67 | |
| 11:30 | 117 | | 95 | | | | | | 212 | | 23:30 | 19 | | 50 | | | | | | 69 | |
| 11:45 | 130 | 489 | 110 | 415 | | | | | 240 | 904 | 23:45 | 19 | 81 | 37 | 182 | | | | | 56 | 263 |
| TOTALS | | 5048 | | 2567 | | | | | | 7615 | TOTALS | | 4477 | | 6614 | | | | | | 11091 |
| SPLIT % | | 66.3% | | 33.7% | | | | | | 40.7% | SPLIT % | | 40.4% | | 59.6% | | | | | | 59.3% |

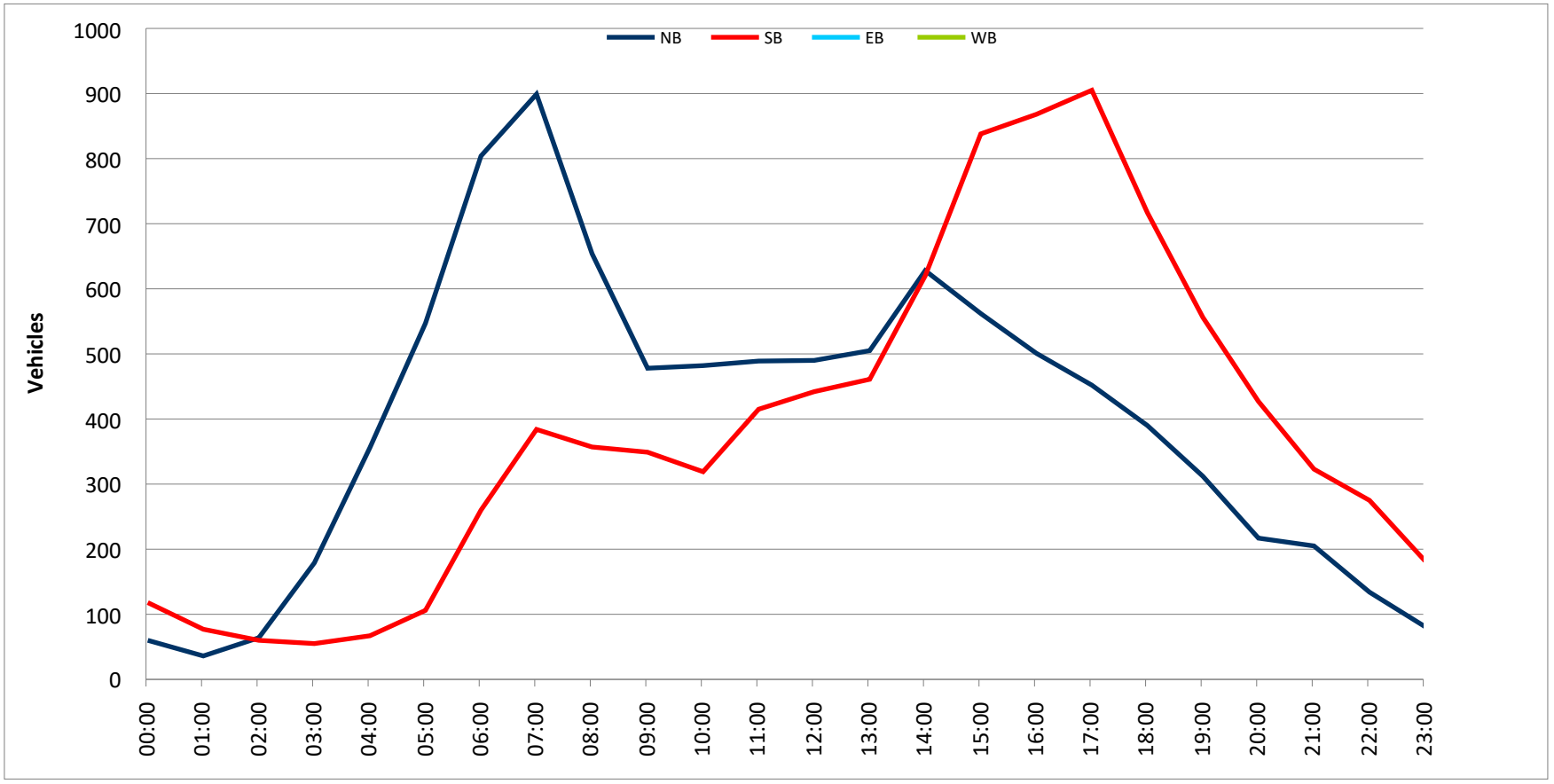

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 9,525 | 9,181 | 0 | 0 | 18,706 |


| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 06:45 | 11:45 | | | 06:45 | PM Peak Hour | 14:15 | 16:45 | | | 14:45 |
| AM Pk Volume | 944 | 447 | | | 1320 | PM Pk Volume | 667 | 911 | | | 1405 |
| Pk Hr Factor | 0.897 | 0.810 | | | 0.962 | Pk Hr Factor | 0.897 | 0.937 | | | 0.976 |
| 7 - 9 Volume | 1553 | 741 | 0 | 0 | 2294 | 4 - 6 Volume | 953 | 1773 | 0 | 0 | 2726 |
| 7 - 9 Peak Hour | 07:00 | 07:00 | | | 07:00 | 4 - 6 Peak Hour | 16:00 | 16:45 | | | 16:30 |
| 7 - 9 Pk Volume | 899 | 384 | 0 | 0 | 1283 | 4 - 6 Pk Volume | 501 | 911 | 0 | 0 | 1393 |
| Pk Hr Factor | 0.940 | 0.923 | 0.000 | 0.000 | 0.935 | Pk Hr Factor | 0.852 | 0.937 | 0.000 | 0.000 | 0.967 |

Prepared by NDS/ATD

**Project #:** CA19_6064_019 **City:** San Jacinto

**Location:** Ramona Expy S/O Esplanade Ave **Date:** 5/7/2019



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-001
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | Warren Rd | | | | Warren Rd | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 85 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 27 | 0 | 43 | 174 | 0 | 0 | 553 |
| 7:15 AM | 82 | 1 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 36 | 0 | 60 | 218 | 1 | 0 | 656 |
| 7:30 AM | 74 | 1 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 28 | 0 | 53 | 181 | 1 | 0 | 539 |
| 7:45 AM | 44 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 37 | 0 | 41 | 120 | 0 | 0 | 457 |
| 8:00 AM | 54 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 29 | 0 | 41 | 90 | 0 | 0 | 417 |
| 8:15 AM | 43 | 1 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 19 | 0 | 64 | 132 | 0 | 0 | 446 |
| 8:30 AM | 33 | 0 | 58 | 0 | 1 | 1 | 0 | 0 | 0 | 113 | 28 | 0 | 47 | 101 | 0 | 0 | 382 |
| 8:45 AM | 47 | 2 | 73 | 0 | 1 | 1 | 0 | 0 | 0 | 86 | 25 | 0 | 46 | 108 | 0 | 0 | 389 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 462 | 5 | 659 | 0 | 2 | 2 | 0 | 0 | 0 | 959 | 229 | 0 | 395 | 1124 | 2 | 0 | 3839 |
| **APPROACH %'s :** | 41.03% | 0.44% | 58.53% | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | 0.00% | 80.72% | 19.28% | 0.00% | 25.97% | 73.90% | 0.13% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 285 | 2 | 362 | 0 | 0 | 0 | 0 | 0 | 0 | 536 | 128 | 0 | 197 | 693 | 2 | 0 | 2205 |
| **PEAK HR FACTOR :** | 0.838 | 0.500 | 0.854 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.882 | 0.865 | 0.000 | 0.821 | 0.795 | 0.500 | 0.000 | 0.840 |
| | 0.858 | | | | 0.883 | | | | | | | | 0.799 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 46 | 1 | 86 | 0 | 1 | 0 | 1 | 0 | 0 | 195 | 60 | 0 | 71 | 149 | 1 | 0 | 611 |
| 4:15 PM | 45 | 0 | 67 | 0 | 1 | 0 | 0 | 0 | 0 | 172 | 54 | 0 | 69 | 152 | 0 | 0 | 560 |
| 4:30 PM | 32 | 0 | 71 | 0 | 1 | 0 | 0 | 0 | 1 | 171 | 59 | 0 | 78 | 168 | 0 | 0 | 581 |
| 4:45 PM | 34 | 0 | 64 | 0 | 2 | 0 | 0 | 0 | 0 | 208 | 81 | 0 | 92 | 160 | 0 | 0 | 641 |
| 5:00 PM | 30 | 0 | 62 | 0 | 1 | 0 | 1 | 0 | 0 | 186 | 75 | 0 | 59 | 173 | 1 | 0 | 588 |
| 5:15 PM | 41 | 0 | 68 | 0 | 0 | 1 | 1 | 0 | 0 | 203 | 61 | 0 | 81 | 166 | 2 | 0 | 624 |
| 5:30 PM | 36 | 0 | 62 | 0 | 0 | 1 | 0 | 0 | 0 | 138 | 69 | 0 | 77 | 155 | 0 | 0 | 538 |
| 5:45 PM | 27 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 71 | 0 | 81 | 150 | 0 | 0 | 540 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 291 | 1 | 539 | 0 | 6 | 2 | 3 | 0 | 1 | 1425 | 530 | 0 | 608 | 1273 | 4 | 0 | 4683 |
| **APPROACH %'s :** | 35.02% | 0.12% | 64.86% | 0.00% | 54.55% | 18.18% | 27.27% | 0.00% | 0.05% | 72.85% | 27.10% | 0.00% | 32.25% | 67.53% | 0.21% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 137 | 0 | 265 | 0 | 4 | 1 | 2 | 0 | 1 | 768 | 276 | 0 | 310 | 667 | 3 | 0 | 2434 |
| **PEAK HR FACTOR :** | 0.835 | 0.000 | 0.933 | 0.000 | 0.500 | 0.250 | 0.500 | 0.000 | 0.250 | 0.923 | 0.852 | 0.000 | 0.842 | 0.964 | 0.375 | 0.000 | 0.949 |
| | 0.922 | | | | 0.875 | | | | 0.904 | | | | 0.972 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-001
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | Warren Rd | | | | Warren Rd | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 85 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 24 | 0 | 41 | 168 | 0 | 0 | 527 |
| 7:15 AM | 79 | 1 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 36 | 0 | 56 | 209 | 1 | 0 | 629 |
| 7:30 AM | 69 | 1 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 26 | 0 | 49 | 172 | 1 | 0 | 513 |
| 7:45 AM | 40 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 35 | 0 | 40 | 111 | 0 | 0 | 431 |
| 8:00 AM | 53 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 27 | 0 | 39 | 86 | 0 | 0 | 395 |
| 8:15 AM | 41 | 1 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 18 | 0 | 62 | 126 | 0 | 0 | 431 |
| 8:30 AM | 29 | 0 | 57 | 0 | 1 | 0 | 0 | 0 | 0 | 101 | 26 | 0 | 43 | 94 | 0 | 0 | 351 |
| 8:45 AM | 44 | 2 | 66 | 0 | 1 | 0 | 0 | 0 | 0 | 78 | 21 | 0 | 45 | 100 | 0 | 0 | 357 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 440 | 5 | 633 | 0 | 2 | 0 | 0 | 0 | 0 | 898 | 213 | 0 | 375 | 1066 | 2 | 0 | 3634 |
| **APPROACH %'s :** | 40.82% | 0.46% | 58.72% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 80.83% | 19.17% | 0.00% | 25.99% | 73.87% | 0.14% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 273 | 2 | 347 | 0 | 0 | 0 | 0 | 0 | 0 | 509 | 121 | 0 | 186 | 660 | 2 | 0 | 2100 |
| **PEAK HR FACTOR :** | 0.80 | 0.500 | 0.850 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.878 | 0.840 | 0.000 | 0.830 | 0.789 | 0.500 | 0.000 | 0.835 |
| | 0.854 | | | | 0.000 | | | | 0.870 | | | | 0.797 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 45 | 0 | 83 | 0 | 1 | 0 | 1 | 0 | 0 | 193 | 58 | 0 | 69 | 139 | 1 | 0 | 590 |
| 4:15 PM | 43 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 53 | 0 | 64 | 145 | 0 | 0 | 540 |
| 4:30 PM | 30 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 1 | 166 | 59 | 0 | 75 | 154 | 0 | 0 | 556 |
| 4:45 PM | 33 | 0 | 63 | 0 | 2 | 0 | 0 | 0 | 0 | 207 | 81 | 0 | 89 | 153 | 0 | 0 | 628 |
| 5:00 PM | 29 | 0 | 61 | 0 | 1 | 0 | 1 | 0 | 0 | 184 | 74 | 0 | 59 | 167 | 0 | 0 | 576 |
| 5:15 PM | 40 | 0 | 68 | 0 | 0 | 1 | 1 | 0 | 0 | 199 | 61 | 0 | 79 | 158 | 1 | 0 | 608 |
| 5:30 PM | 35 | 0 | 61 | 0 | 0 | 1 | 0 | 0 | 0 | 136 | 69 | 0 | 76 | 149 | 0 | 0 | 527 |
| 5:45 PM | 27 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 69 | 0 | 79 | 143 | 0 | 0 | 521 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 282 | 0 | 528 | 0 | 4 | 2 | 3 | 0 | 1 | 1402 | 524 | 0 | 590 | 1208 | 2 | 0 | 4546 |
| **APPROACH %'s :** | 34.81% | 0.00% | 65.19% | 0.00% | 44.44% | 22.22% | 33.33% | 0.00% | 0.05% | 72.76% | 27.19% | 0.00% | 32.78% | 67.11% | 0.11% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 132 | 0 | 263 | 0 | 3 | 1 | 2 | 0 | 1 | 756 | 275 | 0 | 302 | 632 | 1 | 0 | 2368 |
| **PEAK HR FACTOR :** | 0.83 | 0.000 | 0.926 | 0.000 | 0.375 | 0.250 | 0.500 | 0.000 | 0.250 | 0.913 | 0.849 | 0.000 | 0.848 | 0.946 | 0.250 | 0.000 | 0.943 |
| | 0.914 | | | | 0.750 | | | | 0.896 | | | | 0.966 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-001
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | Warren Rd | | | | Warren Rd | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 2 | 6 | 0 | 0 | 26 |
| 7:15 AM | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 4 | 9 | 0 | 0 | 27 |
| 7:30 AM | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 4 | 9 | 0 | 0 | 26 |
| 7:45 AM | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 1 | 9 | 0 | 0 | 26 |
| 8:00 AM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 2 | 4 | 0 | 0 | 22 |
| 8:15 AM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 | 6 | 0 | 0 | 15 |
| 8:30 AM | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 12 | 2 | 0 | 4 | 7 | 0 | 0 | 31 |
| 8:45 AM | 3 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 4 | 0 | 1 | 8 | 0 | 0 | 32 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 22 | 0 | 26 | 0 | 0 | 2 | 0 | 0 | 0 | 61 | 16 | 0 | 20 | 58 | 0 | 0 | 205 |
| **APPROACH %'s :** | 45.83% | 0.00% | 54.17% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 79.22% | 20.78% | 0.00% | 25.64% | 74.36% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 12 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 7 | 0 | 11 | 33 | 0 | 0 | 105 |
| **PEAK HR FACTOR :** | 0.600 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.675 | 0.583 | 0.000 | 0.688 | 0.917 | 0.000 | 0.000 | 0.972 |
| | 0.844 | | | | 0.000 | | | | 0.654 | | | | 0.846 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 10 | 0 | 0 | 21 |
| 4:15 PM | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 7 | 0 | 0 | 20 |
| 4:30 PM | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 3 | 14 | 0 | 0 | 25 |
| 4:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 7 | 0 | 0 | 13 |
| 5:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 6 | 1 | 0 | 12 |
| 5:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 8 | 1 | 0 | 16 |
| 5:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 11 |
| 5:45 PM | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 2 | 7 | 0 | 0 | 19 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 9 | 1 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 23 | 6 | 0 | 18 | 65 | 2 | 0 | 137 |
| **APPROACH %'s :** | 42.86% | 4.76% | 52.38% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 79.31% | 20.69% | 0.00% | 21.18% | 76.47% | 2.35% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 5 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 8 | 35 | 2 | 0 | 66 |
| **PEAK HR FACTOR :** | 0.63 | 0.000 | 0.500 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 0.250 | 0.000 | 0.667 | 0.625 | 0.500 | 0.000 | 0.660 |
| | 0.875 | | | | 0.250 | | | | 0.650 | | | | 0.662 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-001
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | Warren Rd | | | | Warren Rd | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Ramona Expy
**City:** San Jacinto
**Project ID:** 19-06063-001
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| **NS/EW Streets:** | Warren Rd | | Warren Rd | | Ramona Expy | | Ramona Expy | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# Warren Rd & Ramona Expy

## Peak Hour Turning Movement Count

**ID:** 19-06063-001
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

AM: 07:00 AM - 08:00 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### Warren Rd — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 4 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 2 | 1 | 4 | 0 | 4 | PM |

### Ramona Expy — EASTBOUND

| AM | NOON | PM | | |
|---|---|---|---|---|
| 978 | 0 | 806 | | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 1 | 1 | |
| 536 | 0 | 768 | 2 | |
| 128 | 0 | 276 | 1 | |
| AM | NOON | PM | | |

### Ramona Expy — WESTBOUND

| PM | NOON | AM | | |
|---|---|---|---|---|
| 3 | 0 | 2 | 0 | |
| 667 | 0 | 693 | 2 | |
| 310 | 0 | 197 | 1 | |
| 0 | 0 | 0 | 0 | |
| 1037 | 0 | 898 | | |
| PM | NOON | AM | | |

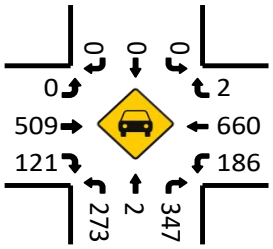
### Warren Rd — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 587 | 0 | 137 | 0 | 265 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 325 | 0 | 285 | 2 | 362 | AM |

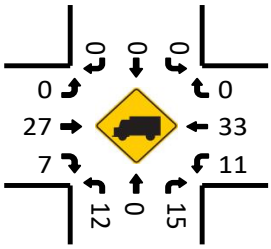
| | | | | |
|---|---|---|---|---|
| 0 | 1 | 0 | 0 | |
| 0 | 1 | 1 | 0 | |

| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 2205 AM | 0 NOON | 2434 PM |
| PHF | 0.84 | | 0.95 |

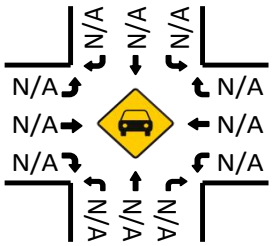
### Cars (AM)



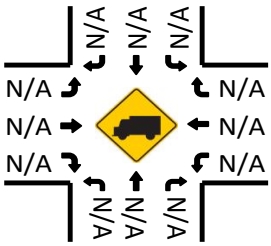

### HT (AM)



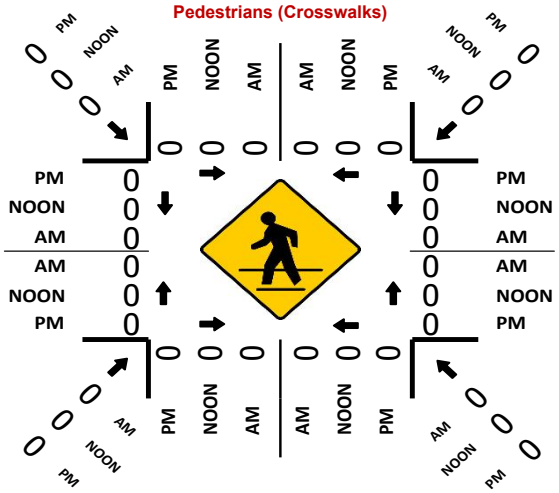

### Cars (NOON)



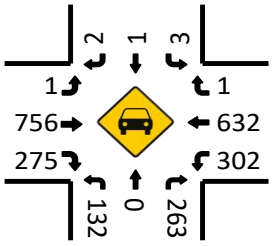

### HT (NOON)



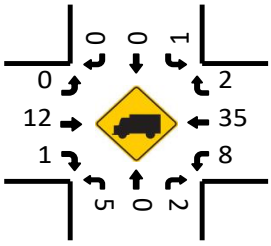

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Cottonwood Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-002
**Date:** 5/7/2019

**Total**

| NS/EW Streets: | Warren Rd | | | | Warren Rd | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 2 | 118 | 26 | 0 | 6 | 60 | 1 | 0 | 0 | 14 | 5 | 0 | 17 | 2 | 44 | 0 | 295 |
| 7:15 AM | 3 | 119 | 24 | 0 | 9 | 60 | 1 | 0 | 2 | 4 | 12 | 0 | 39 | 5 | 31 | 0 | 309 |
| 7:30 AM | 2 | 126 | 26 | 0 | 9 | 74 | 0 | 0 | 2 | 6 | 5 | 0 | 28 | 4 | 16 | 0 | 298 |
| 7:45 AM | 4 | 88 | 22 | 1 | 9 | 55 | 0 | 0 | 2 | 6 | 1 | 0 | 26 | 4 | 22 | 0 | 240 |
| 8:00 AM | 3 | 85 | 15 | 0 | 15 | 65 | 1 | 0 | 1 | 5 | 5 | 0 | 25 | 4 | 16 | 0 | 240 |
| 8:15 AM | 3 | 94 | 9 | 0 | 20 | 69 | 1 | 0 | 0 | 4 | 6 | 0 | 13 | 6 | 23 | 0 | 248 |
| 8:30 AM | 3 | 65 | 15 | 0 | 11 | 55 | 0 | 0 | 2 | 13 | 3 | 0 | 25 | 6 | 20 | 0 | 218 |
| 8:45 AM | 3 | 77 | 10 | 0 | 8 | 52 | 1 | 0 | 1 | 3 | 2 | 0 | 17 | 8 | 13 | 0 | 195 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 23 | 772 | 147 | 1 | 87 | 490 | 5 | 0 | 10 | 55 | 39 | 0 | 190 | 39 | 185 | 0 | 2043 |
| **APPROACH %'s :** | 2.44% | 81.87% | 15.59% | 0.11% | 14.95% | 84.19% | 0.86% | 0.00% | 9.62% | 52.88% | 37.50% | 0.00% | 45.89% | 9.42% | 44.69% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 11 | 451 | 98 | 1 | 33 | 249 | 2 | 0 | 6 | 30 | 23 | 0 | 110 | 15 | 113 | 0 | 1142 |
| **PEAK HR FACTOR :** | 0.688 | 0.895 | 0.942 | 0.250 | 0.917 | 0.841 | 0.500 | 0.000 | 0.750 | 0.536 | 0.479 | 0.000 | 0.705 | 0.750 | 0.642 | 0.000 | 0.924 |
| | | 0.911 | | | | 0.855 | | | | 0.776 | | | | 0.793 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 72 | 35 | 0 | 30 | 114 | 3 | 0 | 0 | 3 | 1 | 0 | 21 | 7 | 17 | 0 | 308 |
| 4:15 PM | 8 | 68 | 31 | 0 | 39 | 115 | 6 | 0 | 2 | 2 | 8 | 0 | 9 | 13 | 16 | 0 | 317 |
| 4:30 PM | 1 | 82 | 23 | 0 | 23 | 104 | 3 | 0 | 1 | 4 | 3 | 0 | 17 | 6 | 18 | 0 | 285 |
| 4:45 PM | 6 | 84 | 36 | 0 | 34 | 114 | 1 | 0 | 1 | 10 | 2 | 0 | 23 | 3 | 11 | 0 | 325 |
| 5:00 PM | 5 | 87 | 27 | 0 | 29 | 131 | 5 | 0 | 0 | 7 | 6 | 0 | 9 | 8 | 14 | 0 | 328 |
| 5:15 PM | 6 | 75 | 28 | 0 | 30 | 108 | 0 | 0 | 1 | 3 | 5 | 0 | 13 | 3 | 16 | 0 | 288 |
| 5:30 PM | 3 | 78 | 29 | 0 | 19 | 113 | 0 | 0 | 0 | 6 | 4 | 0 | 13 | 7 | 11 | 0 | 283 |
| 5:45 PM | 3 | 63 | 33 | 0 | 17 | 80 | 2 | 0 | 1 | 5 | 4 | 0 | 13 | 4 | 13 | 0 | 238 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 37 | 609 | 242 | 0 | 221 | 879 | 20 | 0 | 6 | 40 | 33 | 0 | 118 | 51 | 116 | 0 | 2372 |
| **APPROACH %'s :** | 4.17% | 68.58% | 27.25% | 0.00% | 19.73% | 78.48% | 1.79% | 0.00% | 7.59% | 50.63% | 41.77% | 0.00% | 41.40% | 17.89% | 40.70% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 20 | 321 | 117 | 0 | 125 | 464 | 15 | 0 | 4 | 23 | 19 | 0 | 58 | 30 | 59 | 0 | 1255 |
| **PEAK HR FACTOR :** | 0.625 | 0.922 | 0.813 | 0.000 | 0.801 | 0.885 | 0.625 | 0.000 | 0.500 | 0.575 | 0.594 | 0.000 | 0.630 | 0.577 | 0.819 | 0.000 | 0.957 |
| | | 0.909 | | | | 0.915 | | | | 0.885 | | | | 0.896 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Cottonwood Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-002
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | Warren Rd | | | | Warren Rd | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 2 | 116 | 24 | 0 | 6 | 59 | 1 | 0 | 0 | 13 | 5 | 0 | 17 | 1 | 44 | 0 | 288 |
| 7:15 AM | 3 | 119 | 23 | 0 | 9 | 58 | 1 | 0 | 2 | 4 | 12 | 0 | 37 | 5 | 30 | 0 | 303 |
| 7:30 AM | 1 | 121 | 26 | 0 | 9 | 72 | 0 | 0 | 2 | 6 | 5 | 0 | 28 | 4 | 16 | 0 | 290 |
| 7:45 AM | 4 | 87 | 21 | 1 | 9 | 49 | 0 | 0 | 2 | 5 | 1 | 0 | 25 | 2 | 21 | 0 | 227 |
| 8:00 AM | 3 | 81 | 15 | 0 | 13 | 61 | 1 | 0 | 1 | 5 | 5 | 0 | 25 | 4 | 16 | 0 | 230 |
| 8:15 AM | 3 | 90 | 8 | 0 | 19 | 64 | 1 | 0 | 0 | 4 | 6 | 0 | 13 | 6 | 22 | 0 | 236 |
| 8:30 AM | 3 | 64 | 15 | 0 | 10 | 53 | 0 | 0 | 2 | 13 | 3 | 0 | 22 | 6 | 19 | 0 | 210 |
| 8:45 AM | 3 | 76 | 10 | 0 | 8 | 52 | 1 | 0 | 1 | 3 | 2 | 0 | 17 | 8 | 13 | 0 | 194 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 22 | 754 | 142 | 1 | 83 | 468 | 5 | 0 | 10 | 53 | 39 | 0 | 184 | 36 | 181 | 0 | 1978 |
| **APPROACH %'s :** | 2.39% | 82.05% | 15.45% | 0.11% | 14.93% | 84.17% | 0.90% | 0.00% | 9.80% | 51.96% | 38.24% | 0.00% | 45.89% | 8.98% | 45.14% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 10 | 443 | 94 | 1 | 33 | 238 | 2 | 0 | 6 | 28 | 23 | 0 | 107 | 12 | 111 | 0 | 1108 |
| **PEAK HR FACTOR :** | 0.63 | 0.915 | 0.904 | 0.250 | 0.917 | 0.826 | 0.500 | 0.000 | 0.750 | 0.538 | 0.479 | 0.000 | 0.723 | 0.600 | 0.631 | 0.000 | 0.914 |
| | 0.926 | | | | 0.843 | | | | 0.792 | | | | 0.799 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 67 | 33 | 0 | 29 | 107 | 3 | 0 | 0 | 3 | 1 | 0 | 21 | 7 | 17 | 0 | 293 |
| 4:15 PM | 8 | 64 | 30 | 0 | 39 | 114 | 5 | 0 | 2 | 1 | 8 | 0 | 9 | 12 | 16 | 0 | 308 |
| 4:30 PM | 1 | 81 | 23 | 0 | 23 | 103 | 3 | 0 | 1 | 3 | 3 | 0 | 17 | 5 | 15 | 0 | 278 |
| 4:45 PM | 6 | 81 | 36 | 0 | 34 | 114 | 1 | 0 | 1 | 10 | 2 | 0 | 22 | 3 | 11 | 0 | 321 |
| 5:00 PM | 5 | 86 | 27 | 0 | 29 | 128 | 5 | 0 | 0 | 7 | 6 | 0 | 9 | 8 | 13 | 0 | 323 |
| 5:15 PM | 6 | 72 | 28 | 0 | 30 | 104 | 0 | 0 | 1 | 3 | 5 | 0 | 13 | 3 | 15 | 0 | 280 |
| 5:30 PM | 3 | 77 | 29 | 0 | 19 | 111 | 0 | 0 | 0 | 6 | 4 | 0 | 13 | 7 | 11 | 0 | 280 |
| 5:45 PM | 3 | 61 | 33 | 0 | 17 | 78 | 2 | 0 | 1 | 5 | 4 | 0 | 13 | 4 | 13 | 0 | 234 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 37 | 589 | 239 | 0 | 220 | 859 | 19 | 0 | 6 | 38 | 33 | 0 | 117 | 49 | 111 | 0 | 2317 |
| **APPROACH %'s :** | 4.28% | 68.09% | 27.63% | 0.00% | 20.04% | 78.23% | 1.73% | 0.00% | 7.79% | 49.35% | 42.86% | 0.00% | 42.24% | 17.69% | 40.07% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 20 | 312 | 116 | 0 | 125 | 459 | 14 | 0 | 4 | 21 | 19 | 0 | 57 | 28 | 55 | 0 | 1230 |
| **PEAK HR FACTOR :** | 0.63 | 0.907 | 0.806 | 0.000 | 0.801 | 0.896 | 0.700 | 0.000 | 0.500 | 0.525 | 0.594 | 0.000 | 0.648 | 0.583 | 0.859 | 0.000 | 0.952 |
| | 0.911 | | | | 0.923 | | | | 0.846 | | | | 0.946 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Cottonwood Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-002
**Date:** 5/7/2019

**HT**

| **NS/EW Streets:** | Warren Rd | | | | Warren Rd | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 7:15 AM | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 6 |
| 7:30 AM | 1 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:45 AM | 0 | 1 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 13 |
| 8:00 AM | 0 | 4 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:15 AM | 0 | 4 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 |
| 8:30 AM | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 8 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 18 | 5 | 0 | 4 | 22 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 3 | 4 | 0 | 65 |
| **APPROACH %'s :** | 4.17% | 75.00% | 20.83% | 0.00% | 15.38% | 84.62% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 46.15% | 23.08% | 30.77% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 8 | 4 | 0 | 0 | 11 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 3 | 2 | 0 | 34 |
| **PEAK HR FACTOR :** | 0.250 | 0.400 | 0.500 | 0.000 | 0.000 | 0.458 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.375 | 0.375 | 0.500 | 0.000 | 0.654 |
| | 0.542 | | | | 0.458 | | | | 0.500 | | | | 0.500 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 5 | 2 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 4:15 PM | 0 | 4 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 7 |
| 4:45 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 5:15 PM | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 20 | 3 | 0 | 1 | 20 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 5 | 0 | 55 |
| **APPROACH %'s :** | 0.00% | 86.96% | 13.04% | 0.00% | 4.55% | 90.91% | 4.55% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 12.50% | 25.00% | 62.50% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 9 | 1 | 0 | 0 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 4 | 0 | 25 |
| **PEAK HR FACTOR :** | 0.00 | 0.563 | 0.250 | 0.000 | 0.000 | 0.417 | 0.250 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.250 | 0.500 | 0.333 | 0.000 | 0.694 |
| | 0.500 | | | | 0.500 | | | | 0.500 | | | | 0.438 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Cottonwood Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-002
**Date:** 5/7/2019

**Bikes**

| **NS/EW Streets:** | Warren Rd | | | | Warren Rd | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | | | | | | | | | 0.00% | 0.00% | 100.00% | 0.00% | | | | | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | | 0.250 | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Cottonwood Ave
**City:** San Jacinto
**Project ID:** 19-06063-002
**Date:** 5/7/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Warren Rd | | Warren Rd | | Cottonwood Ave | | Cottonwood Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **07:00 AM - 08:00 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 100.00% | 0.00% | | | | | | | |
| **PEAK HR :** | **04:15 PM - 05:15 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.250 | | | | | | | | 0.250 |
| | 0.250 | | | | | | | | |

Prepared by National Data & Surveying Services

# Warren Rd & Cottonwood Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-002
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:15 PM - 05:15 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### Warren Rd — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 2 | 249 | 33 | 0 | 570 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 15 | 464 | 125 | 0 | 384 | PM |

### EASTBOUND — Cottonwood Ave

| AM | NOON | PM | | |
|---|---|---|---|---|
| 28 | 0 | 65 | | |
| 0 | 0 | 0 | 0 | |
| 6 | 0 | 4 | 1 | |
| 30 | 0 | 23 | 1 | |
| 23 | 0 | 19 | 1 | |
| AM | NOON | PM | | |

### WESTBOUND — Cottonwood Ave

| PM | NOON | AM | | |
|---|---|---|---|---|
| 59 | 0 | 113 | 1 | |
| 30 | 0 | 15 | 1 | |
| 58 | 0 | 110 | 1 | |
| 0 | 0 | 0 | 0 | |
| 265 | 0 | 161 | | |
| PM | NOON | AM | | |

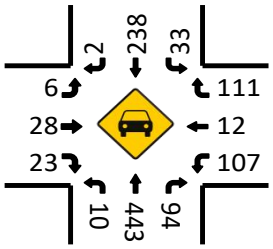
**CONTROL:** Signalized

| | | | |
|---|---|---|---|
| TEV | 1142 AM | 0 NOON | 1255 PM |
| PHF | 0.92 | | 0.96 |

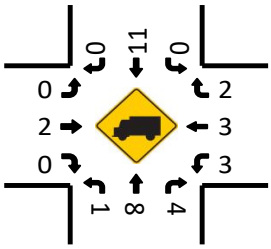
### Warren Rd — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 541 | 0 | 20 | 321 | 117 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 383 | 1 | 11 | 451 | 98 | AM |

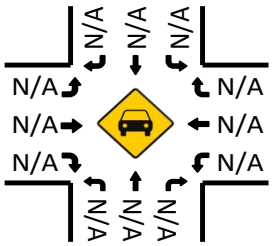
Cars (AM)



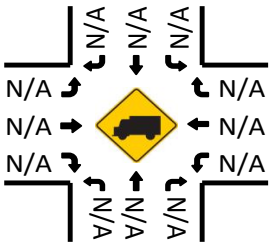

HT (AM)



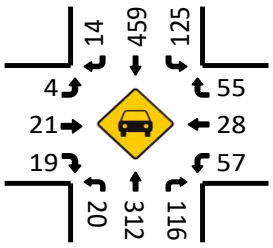

Cars (NOON)



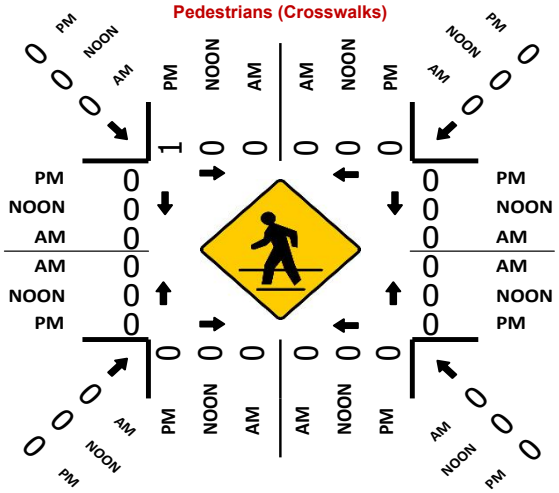

HT (NOON)



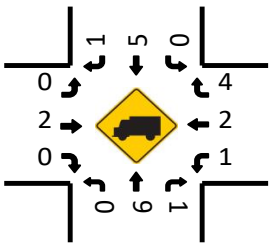

Cars (PM)




Pedestrians (Crosswalks)




HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Esplanade Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-003
**Date:** 5/7/2019

**Total**

| NS/EW Streets: | Warren Rd | | | | Warren Rd | | | | Esplanade Ave | | | | Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 114 | 27 | 0 | 3 | 64 | 4 | 0 | 6 | 3 | 3 | 0 | 37 | 8 | 25 | 0 | 294 |
| 7:15 AM | 0 | 111 | 26 | 0 | 11 | 97 | 10 | 0 | 11 | 7 | 0 | 0 | 44 | 11 | 24 | 0 | 352 |
| 7:30 AM | 0 | 126 | 31 | 0 | 9 | 86 | 8 | 0 | 20 | 16 | 0 | 0 | 26 | 10 | 10 | 0 | 342 |
| 7:45 AM | 1 | 92 | 33 | 0 | 9 | 74 | 4 | 0 | 11 | 14 | 0 | 0 | 30 | 7 | 9 | 0 | 284 |
| 8:00 AM | 0 | 80 | 22 | 0 | 8 | 75 | 2 | 0 | 9 | 7 | 0 | 0 | 49 | 5 | 13 | 0 | 270 |
| 8:15 AM | 0 | 90 | 26 | 0 | 6 | 94 | 1 | 0 | 3 | 8 | 0 | 0 | 45 | 6 | 17 | 0 | 296 |
| 8:30 AM | 0 | 76 | 25 | 0 | 10 | 73 | 1 | 0 | 4 | 9 | 1 | 0 | 42 | 9 | 8 | 0 | 258 |
| 8:45 AM | 0 | 73 | 27 | 0 | 8 | 64 | 0 | 0 | 4 | 8 | 0 | 0 | 40 | 8 | 7 | 0 | 239 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 762 | 217 | 0 | 64 | 627 | 30 | 0 | 68 | 72 | 4 | 0 | 313 | 64 | 113 | 0 | 2335 |
| **APPROACH %'s :** | 0.10% | 77.76% | 22.14% | 0.00% | 8.88% | 86.96% | 4.16% | 0.00% | 47.22% | 50.00% | 2.78% | 0.00% | 63.88% | 13.06% | 23.06% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 443 | 117 | 0 | 32 | 321 | 26 | 0 | 48 | 40 | 3 | 0 | 137 | 36 | 68 | 0 | 1272 |
| **PEAK HR FACTOR :** | 0.250 | 0.879 | 0.886 | 0.000 | 0.727 | 0.827 | 0.650 | 0.000 | 0.600 | 0.625 | 0.250 | 0.000 | 0.778 | 0.818 | 0.680 | 0.000 | 0.903 |
| | | 0.893 | | | | 0.803 | | | | 0.632 | | | | 0.763 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 91 | 48 | 0 | 26 | 82 | 23 | 0 | 7 | 10 | 0 | 0 | 19 | 24 | 13 | 0 | 343 |
| 4:15 PM | 1 | 91 | 42 | 0 | 20 | 91 | 20 | 0 | 8 | 14 | 0 | 0 | 28 | 13 | 9 | 0 | 337 |
| 4:30 PM | 0 | 96 | 36 | 0 | 25 | 101 | 10 | 0 | 1 | 5 | 1 | 0 | 24 | 14 | 10 | 0 | 323 |
| 4:45 PM | 0 | 106 | 33 | 0 | 12 | 108 | 13 | 0 | 5 | 6 | 1 | 0 | 25 | 11 | 11 | 0 | 331 |
| 5:00 PM | 2 | 103 | 47 | 0 | 28 | 101 | 16 | 0 | 7 | 10 | 1 | 0 | 19 | 10 | 10 | 0 | 354 |
| 5:15 PM | 0 | 98 | 36 | 0 | 18 | 94 | 10 | 0 | 5 | 10 | 0 | 0 | 21 | 10 | 10 | 0 | 312 |
| 5:30 PM | 0 | 98 | 46 | 0 | 17 | 103 | 11 | 0 | 4 | 14 | 0 | 0 | 21 | 7 | 9 | 0 | 330 |
| 5:45 PM | 0 | 88 | 54 | 0 | 16 | 80 | 5 | 0 | 3 | 3 | 0 | 0 | 21 | 10 | 5 | 0 | 285 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 771 | 342 | 0 | 162 | 760 | 108 | 0 | 40 | 72 | 3 | 0 | 178 | 99 | 77 | 0 | 2615 |
| **APPROACH %'s :** | 0.27% | 69.09% | 30.65% | 0.00% | 15.73% | 73.79% | 10.49% | 0.00% | 34.78% | 62.61% | 2.61% | 0.00% | 50.28% | 27.97% | 21.75% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 396 | 158 | 0 | 85 | 401 | 59 | 0 | 21 | 35 | 3 | 0 | 96 | 48 | 40 | 0 | 1345 |
| **PEAK HR FACTOR :** | 0.375 | 0.934 | 0.840 | 0.000 | 0.759 | 0.928 | 0.738 | 0.000 | 0.656 | 0.625 | 0.750 | 0.000 | 0.857 | 0.857 | 0.909 | 0.000 | 0.950 |
| | | 0.916 | | | | 0.940 | | | | 0.670 | | | | 0.920 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Esplanade Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-003
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | Warren Rd | | | | Warren Rd | | | | Esplanade Ave | | | | Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 110 | 27 | 0 | 3 | 63 | 4 | 0 | 6 | 3 | 3 | 0 | 37 | 8 | 25 | 0 | 289 |
| 7:15 AM | 0 | 109 | 26 | 0 | 10 | 94 | 10 | 0 | 11 | 7 | 0 | 0 | 44 | 11 | 24 | 0 | 346 |
| 7:30 AM | 0 | 121 | 31 | 0 | 9 | 84 | 8 | 0 | 20 | 16 | 0 | 0 | 25 | 10 | 10 | 0 | 334 |
| 7:45 AM | 0 | 91 | 33 | 0 | 9 | 70 | 4 | 0 | 11 | 13 | 0 | 0 | 30 | 7 | 9 | 0 | 277 |
| 8:00 AM | 0 | 78 | 22 | 0 | 8 | 70 | 2 | 0 | 9 | 7 | 0 | 0 | 48 | 5 | 12 | 0 | 261 |
| 8:15 AM | 0 | 85 | 23 | 0 | 6 | 88 | 1 | 0 | 2 | 8 | 0 | 0 | 45 | 5 | 16 | 0 | 279 |
| 8:30 AM | 0 | 73 | 24 | 0 | 9 | 69 | 1 | 0 | 4 | 9 | 1 | 0 | 42 | 9 | 8 | 0 | 249 |
| 8:45 AM | 0 | 73 | 26 | 0 | 8 | 62 | 0 | 0 | 4 | 8 | 0 | 0 | 38 | 8 | 7 | 0 | 234 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 740 | 212 | 0 | 62 | 600 | 30 | 0 | 67 | 71 | 4 | 0 | 309 | 63 | 111 | 0 | 2269 |
| **APPROACH %'s :** | 0.00% | 77.73% | 22.27% | 0.00% | 8.96% | 86.71% | 4.34% | 0.00% | 47.18% | 50.00% | 2.82% | 0.00% | 63.98% | 13.04% | 22.98% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 431 | 117 | 0 | 31 | 311 | 26 | 0 | 48 | 39 | 3 | 0 | 136 | 36 | 68 | 0 | 1246 |
| **PEAK HR FACTOR :** | 0.00 | 0.890 | 0.886 | 0.000 | 0.775 | 0.827 | 0.650 | 0.000 | 0.600 | 0.609 | 0.250 | 0.000 | 0.773 | 0.818 | 0.680 | 0.000 | 0.900 |
| | | 0.901 | | | | 0.807 | | | | 0.625 | | | | 0.759 | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 83 | 47 | 0 | 25 | 77 | 23 | 0 | 7 | 10 | 0 | 0 | 19 | 24 | 12 | 0 | 327 |
| 4:15 PM | 1 | 89 | 42 | 0 | 20 | 89 | 20 | 0 | 8 | 14 | 0 | 0 | 28 | 13 | 8 | 0 | 332 |
| 4:30 PM | 0 | 94 | 36 | 0 | 25 | 100 | 10 | 0 | 1 | 5 | 1 | 0 | 24 | 14 | 10 | 0 | 320 |
| 4:45 PM | 0 | 104 | 32 | 0 | 12 | 107 | 13 | 0 | 5 | 6 | 1 | 0 | 25 | 11 | 11 | 0 | 327 |
| 5:00 PM | 2 | 101 | 47 | 0 | 28 | 99 | 16 | 0 | 7 | 10 | 1 | 0 | 19 | 10 | 9 | 0 | 349 |
| 5:15 PM | 0 | 97 | 36 | 0 | 18 | 90 | 9 | 0 | 5 | 10 | 0 | 0 | 19 | 10 | 10 | 0 | 304 |
| 5:30 PM | 0 | 97 | 46 | 0 | 17 | 101 | 11 | 0 | 4 | 14 | 0 | 0 | 21 | 7 | 9 | 0 | 327 |
| 5:45 PM | 0 | 86 | 54 | 0 | 16 | 78 | 5 | 0 | 3 | 3 | 0 | 0 | 21 | 10 | 5 | 0 | 281 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 751 | 340 | 0 | 161 | 741 | 107 | 0 | 40 | 72 | 3 | 0 | 176 | 99 | 74 | 0 | 2567 |
| **APPROACH %'s :** | 0.27% | 68.65% | 31.08% | 0.00% | 15.96% | 73.44% | 10.60% | 0.00% | 34.78% | 62.61% | 2.61% | 0.00% | 50.43% | 28.37% | 21.20% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 388 | 157 | 0 | 85 | 395 | 59 | 0 | 21 | 35 | 3 | 0 | 96 | 48 | 38 | 0 | 1328 |
| **PEAK HR FACTOR :** | 0.38 | 0.933 | 0.835 | 0.000 | 0.759 | 0.923 | 0.738 | 0.000 | 0.656 | 0.625 | 0.750 | 0.000 | 0.857 | 0.857 | 0.864 | 0.000 | 0.951 |
| | | 0.913 | | | | 0.942 | | | | 0.670 | | | | 0.929 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Esplanade Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-003
**Date:** 5/7/2019

**HT**

| **NS/EW Streets:** | Warren Rd | | | | Warren Rd | | | | Esplanade Ave | | | | Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 AM | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 AM | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 7:45 AM | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:00 AM | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 9 |
| 8:15 AM | 0 | 5 | 3 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 17 |
| 8:30 AM | 0 | 3 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 AM | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 22 | 5 | 0 | 2 | 27 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 1 | 2 | 0 | 66 |
| **APPROACH %'s :** | 3.57% | 78.57% | 17.86% | 0.00% | 6.90% | 93.10% | 0.00% | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | 57.14% | 14.29% | 28.57% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 12 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 26 |
| **PEAK HR FACTOR :** | 0.250 | 0.600 | 0.000 | 0.000 | 0.250 | 0.625 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.813 |
| | 0.650 | | | | 0.688 | | | | 0.250 | | | | 0.250 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 8 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 16 |
| 4:15 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 PM | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 8 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 20 | 2 | 0 | 1 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 48 |
| **APPROACH %'s :** | 0.00% | 90.91% | 9.09% | 0.00% | 4.76% | 90.48% | 4.76% | 0.00% | | | | | 40.00% | 0.00% | 60.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 8 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 17 |
| **PEAK HR FACTOR :** | 0.00 | 1.000 | 0.250 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.850 |
| | 0.750 | | | | 0.750 | | | | | | | | 0.500 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Esplanade Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-003
**Date:** 5/7/2019

**Bikes**

| **NS/EW Streets:** | Warren Rd | | | | Warren Rd | | | | Esplanade Ave | | | | Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | 0.250 | | | | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Esplanade Ave
**City:** San Jacinto
**Project ID:** 19-06063-003
**Date:** 5/7/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Warren Rd | | Warren Rd | | Esplanade Ave | | Esplanade Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 100.00% | 0.00% | | | | | | | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# Warren Rd & Esplanade Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-003
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:15 PM - 05:15 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### Warren Rd — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 26 | 321 | 32 | 0 | 559 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 59 | 401 | 85 | 0 | 457 | PM |

### Esplanade Ave — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 63 | 0 | 110 | |
| 0 | 0 | 0 | 0 |
| 48 | 0 | 21 | 0 |
| 40 | 0 | 35 | 1 |
| 3 | 0 | 3 | 0 |

### WESTBOUND — Esplanade Ave

| PM | NOON | AM | |
|---|---|---|---|
| 40 | 0 | 68 | 0 |
| 48 | 0 | 36 | 1 |
| 96 | 0 | 137 | 0 |
| 0 | 0 | 0 | 0 |
| 278 | 0 | 189 | |

### NORTHBOUND — Warren Rd

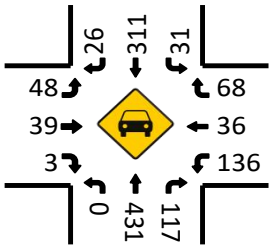
| | | | | | |
|---|---|---|---|---|---|
| PM | 500 | 0 | 3 | 396 | 158 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 461 | 0 | 1 | 443 | 117 | AM |

| | | | |
|---|---|---|---|
| | 0 | 1 | 0 | 0 |
| | 0 | 0 | 1 | 0 |

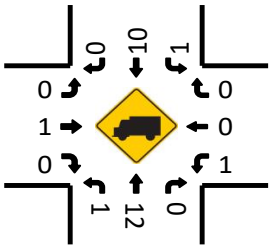
**CONTROL:** 4-Way Stop

| | | | |
|---|---|---|---|
| TEV | 1272 | 0 | 1345 |
| | AM | NOON | PM |
| PHF | 0.90 | | 0.95 |

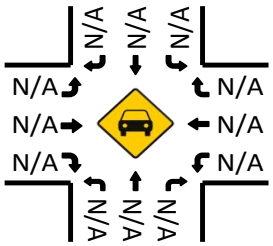
### Cars (AM)



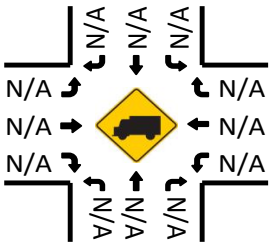

### HT (AM)



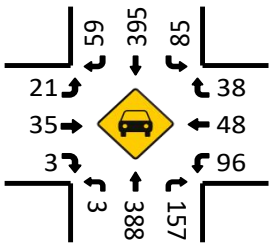

### Cars (NOON)



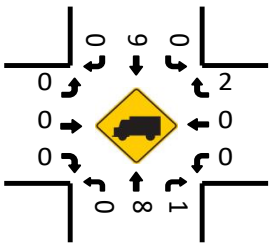

### HT (NOON)



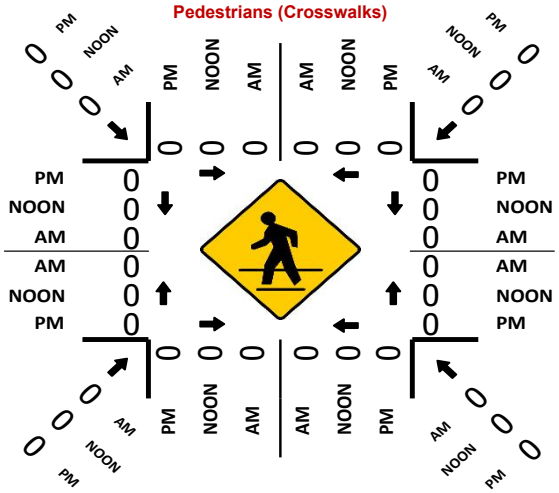

### Cars (PM)




### HT (PM)




### Pedestrians (Crosswalks)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-004
**Date:** 5/8/2019

## Total

| NS/EW Streets: | N Sanderson Ave | | | | N Sanderson Ave | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 30 | 289 | 26 | 0 | 147 | 134 | 82 | 0 | 106 | 70 | 16 | 0 | 10 | 109 | 155 | 0 | 1174 |
| 7:15 AM | 47 | 265 | 14 | 0 | 118 | 164 | 69 | 0 | 100 | 64 | 17 | 0 | 19 | 120 | 179 | 0 | 1176 |
| 7:30 AM | 38 | 229 | 16 | 0 | 156 | 157 | 60 | 0 | 100 | 93 | 14 | 0 | 16 | 132 | 155 | 0 | 1166 |
| 7:45 AM | 29 | 213 | 21 | 0 | 170 | 153 | 60 | 0 | 100 | 80 | 23 | 0 | 8 | 77 | 135 | 0 | 1069 |
| 8:00 AM | 26 | 180 | 12 | 0 | 119 | 131 | 66 | 0 | 100 | 83 | 16 | 0 | 15 | 85 | 127 | 0 | 960 |
| 8:15 AM | 24 | 183 | 11 | 0 | 85 | 123 | 73 | 0 | 91 | 72 | 15 | 0 | 10 | 81 | 147 | 0 | 915 |
| 8:30 AM | 30 | 164 | 2 | 0 | 128 | 114 | 54 | 0 | 69 | 47 | 14 | 0 | 12 | 76 | 136 | 0 | 846 |
| 8:45 AM | 26 | 170 | 13 | 0 | 128 | 109 | 48 | 0 | 69 | 56 | 10 | 0 | 12 | 62 | 114 | 0 | 817 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 250 | 1693 | 115 | 0 | 1051 | 1085 | 512 | 0 | 735 | 565 | 125 | 0 | 102 | 742 | 1148 | 0 | 8123 |
| **APPROACH %'s :** | 12.15% | 82.26% | 5.59% | 0.00% | 39.69% | 40.97% | 19.34% | 0.00% | 51.58% | 39.65% | 8.77% | 0.00% | 5.12% | 37.25% | 57.63% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 144 | 996 | 77 | 0 | 591 | 608 | 271 | 0 | 406 | 307 | 70 | 0 | 53 | 438 | 624 | 0 | 4585 |
| **PEAK HR FACTOR :** | 0.766 | 0.862 | 0.740 | 0.000 | 0.869 | 0.927 | 0.826 | 0.000 | 0.958 | 0.825 | 0.761 | 0.000 | 0.697 | 0.830 | 0.872 | 0.000 | 0.975 |
| | 0.882 | | | | 0.960 | | | | 0.946 | | | | 0.877 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 20 | 119 | 6 | 0 | 209 | 273 | 115 | 0 | 84 | 125 | 33 | 0 | 13 | 83 | 119 | 0 | 1199 |
| 4:15 PM | 29 | 162 | 8 | 0 | 151 | 273 | 129 | 0 | 84 | 121 | 41 | 0 | 9 | 79 | 123 | 0 | 1209 |
| 4:30 PM | 16 | 147 | 8 | 0 | 193 | 303 | 107 | 0 | 75 | 131 | 20 | 0 | 11 | 81 | 108 | 0 | 1200 |
| 4:45 PM | 23 | 141 | 6 | 0 | 224 | 292 | 135 | 0 | 76 | 163 | 54 | 0 | 11 | 82 | 106 | 0 | 1313 |
| 5:00 PM | 19 | 126 | 9 | 0 | 196 | 282 | 116 | 0 | 94 | 150 | 40 | 0 | 20 | 91 | 120 | 0 | 1263 |
| 5:15 PM | 29 | 168 | 19 | 0 | 183 | 330 | 123 | 0 | 73 | 114 | 33 | 0 | 6 | 97 | 132 | 0 | 1307 |
| 5:30 PM | 14 | 133 | 2 | 0 | 191 | 302 | 131 | 0 | 60 | 126 | 32 | 0 | 8 | 72 | 99 | 0 | 1170 |
| 5:45 PM | 34 | 104 | 11 | 0 | 189 | 300 | 97 | 0 | 77 | 92 | 22 | 0 | 8 | 77 | 108 | 0 | 1119 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 184 | 1100 | 69 | 0 | 1536 | 2355 | 953 | 0 | 623 | 1022 | 275 | 0 | 86 | 662 | 915 | 0 | 9780 |
| **APPROACH %'s :** | 13.60% | 81.30% | 5.10% | 0.00% | 31.71% | 48.62% | 19.67% | 0.00% | 32.45% | 53.23% | 14.32% | 0.00% | 5.17% | 39.81% | 55.02% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 87 | 582 | 42 | 0 | 796 | 1207 | 481 | 0 | 318 | 558 | 147 | 0 | 48 | 351 | 466 | 0 | 5083 |
| **PEAK HR FACTOR :** | 0.750 | 0.866 | 0.553 | 0.000 | 0.888 | 0.914 | 0.891 | 0.000 | 0.846 | 0.856 | 0.681 | 0.000 | 0.600 | 0.905 | 0.883 | 0.000 | 0.968 |
| | 0.823 | | | | 0.954 | | | | 0.873 | | | | 0.920 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-004
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N Sanderson Ave | | | | N Sanderson Ave | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 29 | 286 | 26 | 0 | 136 | 128 | 76 | 0 | 100 | 68 | 16 | 0 | 10 | 107 | 155 | 0 | 1137 |
| 7:15 AM | 46 | 257 | 14 | 0 | 113 | 160 | 67 | 0 | 92 | 62 | 16 | 0 | 19 | 117 | 177 | 0 | 1140 |
| 7:30 AM | 38 | 225 | 16 | 0 | 151 | 154 | 54 | 0 | 97 | 91 | 14 | 0 | 15 | 129 | 153 | 0 | 1137 |
| 7:45 AM | 27 | 209 | 21 | 0 | 159 | 147 | 49 | 0 | 93 | 79 | 23 | 0 | 8 | 76 | 132 | 0 | 1023 |
| 8:00 AM | 26 | 176 | 11 | 0 | 115 | 126 | 52 | 0 | 94 | 80 | 15 | 0 | 15 | 83 | 124 | 0 | 917 |
| 8:15 AM | 23 | 179 | 11 | 0 | 79 | 117 | 65 | 0 | 78 | 68 | 15 | 0 | 10 | 81 | 142 | 0 | 868 |
| 8:30 AM | 30 | 158 | 2 | 0 | 125 | 107 | 49 | 0 | 64 | 46 | 14 | 0 | 11 | 74 | 130 | 0 | 810 |
| 8:45 AM | 25 | 165 | 13 | 0 | 125 | 106 | 46 | 0 | 64 | 53 | 10 | 0 | 12 | 59 | 107 | 0 | 785 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 244 | 1655 | 114 | 0 | 1003 | 1045 | 458 | 0 | 682 | 547 | 123 | 0 | 100 | 726 | 1120 | 0 | 7817 |
| **APPROACH %'s :** | 12.12% | 82.22% | 5.66% | 0.00% | 40.02% | 41.70% | 18.28% | 0.00% | 50.44% | 40.46% | 9.10% | 0.00% | 5.14% | 37.31% | 57.55% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 140 | 977 | 77 | 0 | 559 | 589 | 246 | 0 | 382 | 300 | 69 | 0 | 52 | 429 | 617 | 0 | 4437 |
| **PEAK HR FACTOR :** | 0.76 | 0.854 | 0.740 | 0.000 | 0.879 | 0.920 | 0.809 | 0.000 | 0.955 | 0.824 | 0.750 | 0.000 | 0.684 | 0.831 | 0.871 | 0.000 | 0.973 |
| | 0.875 | | | | 0.971 | | | | 0.929 | | | | 0.877 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 19 | 115 | 5 | 0 | 203 | 269 | 108 | 0 | 80 | 121 | 33 | 0 | 13 | 82 | 113 | 0 | 1161 |
| 4:15 PM | 29 | 158 | 8 | 0 | 149 | 269 | 122 | 0 | 78 | 121 | 40 | 0 | 9 | 78 | 116 | 0 | 1177 |
| 4:30 PM | 15 | 143 | 8 | 0 | 189 | 303 | 102 | 0 | 74 | 130 | 19 | 0 | 11 | 80 | 105 | 0 | 1179 |
| 4:45 PM | 23 | 138 | 6 | 0 | 222 | 288 | 129 | 0 | 71 | 160 | 54 | 0 | 11 | 82 | 103 | 0 | 1287 |
| 5:00 PM | 19 | 126 | 9 | 0 | 192 | 280 | 111 | 0 | 91 | 145 | 39 | 0 | 20 | 90 | 114 | 0 | 1236 |
| 5:15 PM | 28 | 166 | 19 | 0 | 181 | 328 | 117 | 0 | 69 | 113 | 33 | 0 | 6 | 96 | 132 | 0 | 1288 |
| 5:30 PM | 14 | 130 | 2 | 0 | 186 | 299 | 126 | 0 | 57 | 125 | 32 | 0 | 8 | 70 | 97 | 0 | 1146 |
| 5:45 PM | 33 | 104 | 11 | 0 | 186 | 296 | 87 | 0 | 71 | 90 | 22 | 0 | 8 | 73 | 105 | 0 | 1086 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 180 | 1080 | 68 | 0 | 1508 | 2332 | 902 | 0 | 591 | 1005 | 272 | 0 | 86 | 651 | 885 | 0 | 9560 |
| **APPROACH %'s :** | 13.55% | 81.33% | 5.12% | 0.00% | 31.80% | 49.18% | 19.02% | 0.00% | 31.64% | 53.80% | 14.56% | 0.00% | 5.30% | 40.14% | 54.56% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 85 | 573 | 42 | 0 | 784 | 1199 | 459 | 0 | 305 | 548 | 145 | 0 | 48 | 348 | 454 | 0 | 4990 |
| **PEAK HR FACTOR :** | 0.76 | 0.863 | 0.553 | 0.000 | 0.883 | 0.914 | 0.890 | 0.000 | 0.838 | 0.856 | 0.671 | 0.000 | 0.600 | 0.906 | 0.860 | 0.000 | 0.969 |
| | 0.822 | | | | 0.955 | | | | 0.875 | | | | 0.908 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-004
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | N Sanderson Ave | | | | N Sanderson Ave | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 1 | 3 | 0 | 0 | 11 | 6 | 6 | 0 | 6 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 37 |
| 7:15 AM | 1 | 8 | 0 | 0 | 5 | 4 | 2 | 0 | 8 | 2 | 1 | 0 | 0 | 3 | 2 | 0 | 36 |
| 7:30 AM | 0 | 4 | 0 | 0 | 5 | 3 | 6 | 0 | 3 | 2 | 0 | 0 | 1 | 3 | 2 | 0 | 29 |
| 7:45 AM | 2 | 4 | 0 | 0 | 11 | 6 | 11 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 46 |
| 8:00 AM | 0 | 4 | 1 | 0 | 4 | 5 | 14 | 0 | 6 | 3 | 1 | 0 | 0 | 2 | 3 | 0 | 43 |
| 8:15 AM | 1 | 4 | 0 | 0 | 6 | 6 | 8 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 5 | 0 | 47 |
| 8:30 AM | 0 | 6 | 0 | 0 | 3 | 7 | 5 | 0 | 5 | 1 | 0 | 0 | 1 | 2 | 6 | 0 | 36 |
| 8:45 AM | 1 | 5 | 0 | 0 | 3 | 3 | 2 | 0 | 5 | 3 | 0 | 0 | 0 | 3 | 7 | 0 | 32 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 6 | 38 | 1 | 0 | 48 | 40 | 54 | 0 | 53 | 18 | 2 | 0 | 2 | 16 | 28 | 0 | 306 |
| **APPROACH %'s :** | 13.33% | 84.44% | 2.22% | 0.00% | 33.80% | 28.17% | 38.03% | 0.00% | 72.60% | 24.66% | 2.74% | 0.00% | 4.35% | 34.78% | 60.87% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 4 | 19 | 0 | 0 | 32 | 19 | 25 | 0 | 24 | 7 | 1 | 0 | 1 | 9 | 7 | 0 | 148 |
| **PEAK HR FACTOR :** | 0.500 | 0.594 | 0.000 | 0.000 | 0.727 | 0.792 | 0.568 | 0.000 | 0.750 | 0.875 | 0.250 | 0.000 | 0.250 | 0.750 | 0.583 | 0.000 | 0.804 |
| | 0.639 | | | | 0.679 | | | | 0.727 | | | | 0.708 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 1 | 4 | 1 | 0 | 6 | 4 | 7 | 0 | 4 | 4 | 0 | 0 | 0 | 1 | 6 | 0 | 38 |
| 4:15 PM | 0 | 4 | 0 | 0 | 2 | 4 | 7 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 7 | 0 | 32 |
| 4:30 PM | 1 | 4 | 0 | 0 | 4 | 0 | 5 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 3 | 0 | 21 |
| 4:45 PM | 0 | 3 | 0 | 0 | 2 | 4 | 6 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 26 |
| 5:00 PM | 0 | 0 | 0 | 0 | 4 | 2 | 5 | 0 | 3 | 5 | 1 | 0 | 0 | 1 | 6 | 0 | 27 |
| 5:15 PM | 1 | 2 | 0 | 0 | 2 | 2 | 6 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 19 |
| 5:30 PM | 0 | 3 | 0 | 0 | 5 | 3 | 5 | 0 | 3 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 24 |
| 5:45 PM | 1 | 0 | 0 | 0 | 3 | 4 | 10 | 0 | 6 | 2 | 0 | 0 | 0 | 4 | 3 | 0 | 33 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 4 | 20 | 1 | 0 | 28 | 23 | 51 | 0 | 32 | 17 | 3 | 0 | 0 | 11 | 30 | 0 | 220 |
| **APPROACH %'s :** | 16.00% | 80.00% | 4.00% | 0.00% | 27.45% | 22.55% | 50.00% | 0.00% | 61.54% | 32.69% | 5.77% | 0.00% | 0.00% | 26.83% | 73.17% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 9 | 0 | 0 | 12 | 8 | 22 | 0 | 13 | 10 | 2 | 0 | 0 | 3 | 12 | 0 | 93 |
| **PEAK HR FACTOR :** | 0.50 | 0.563 | 0.000 | 0.000 | 0.750 | 0.500 | 0.917 | 0.000 | 0.650 | 0.500 | 0.500 | 0.000 | 0.000 | 0.750 | 0.500 | 0.000 | 0.861 |
| | 0.550 | | | | 0.875 | | | | 0.694 | | | | 0.536 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-004
**Date:** 5/8/2019

## Bikes

| NS/EW Streets: | N Sanderson Ave | | | | N Sanderson Ave | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | 0.250 | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Ramona Expy **Project ID:** 19-06063-004
**City:** San Jacinto **Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | N Sanderson Ave | | N Sanderson Ave | | Ramona Expy | | Ramona Expy | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **07:00 AM - 08:00 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **04:30 PM - 05:30 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# N Sanderson Ave & Ramona Expy

## Peak Hour Turning Movement Count

**ID:** 19-06063-004
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:30 PM - 05:30 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### N Sanderson Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 271 | 608 | 591 | 0 | 2026 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 481 | 1207 | 796 | 0 | 1366 | PM |
| | 1 | 2 | 2 | 0 | | |

### EASTBOUND — Ramona Expy

| AM | NOON | PM | |
|---|---|---|---|
| 853 | 0 | 919 | |
| 0 | 0 | 0 | 0 |
| 406 | 0 | 318 | 2 |
| 307 | 0 | 558 | 2 |
| 70 | 0 | 147 | 1 |
| AM | NOON | PM | |

### WESTBOUND — Ramona Expy

| PM | NOON | AM | |
|---|---|---|---|
| 466 | 0 | 624 | 1 |
| 351 | 0 | 438 | 2 |
| 48 | 0 | 53 | 2 |
| 0 | 0 | 0 | 0 |
| 1396 | 0 | 975 | |
| PM | NOON | AM | |

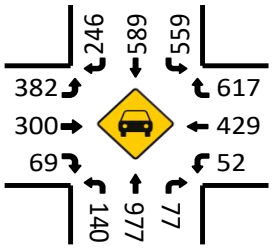
**CONTROL:** Signalized

| | | | |
|---|---|---|---|
| TEV | 4585 AM | 0 NOON | 5083 PM |
| PHF | 0.97 | | 0.97 |

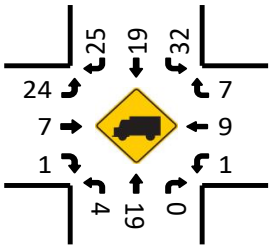
### N Sanderson Ave — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 1402 | 0 | 87 | 582 | 42 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 731 | 0 | 144 | 996 | 77 | AM |
| | | 0 | 2 | 2 | 1 | |

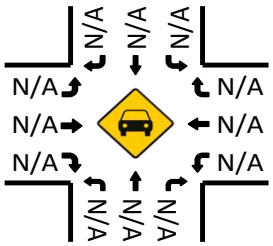
### Cars (AM)



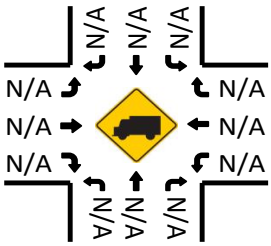

### HT (AM)



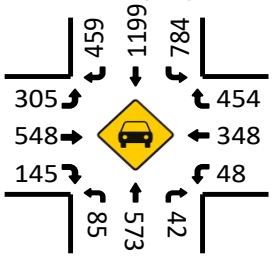

### Cars (NOON)



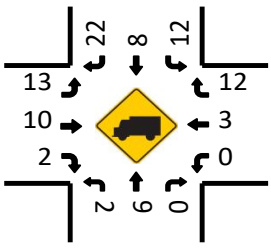

### HT (NOON)



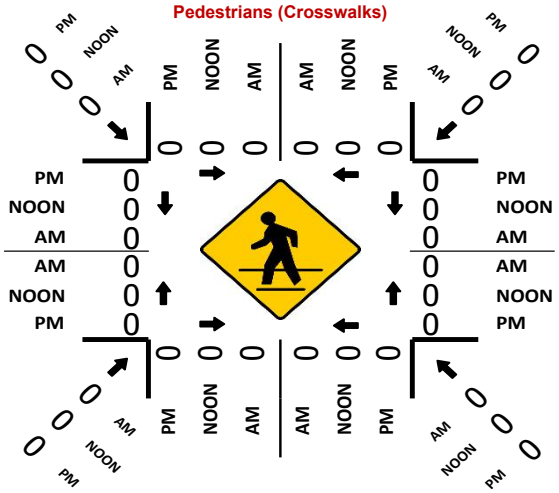

### Cars (PM)




### HT (PM)




### Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Cottonwood Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-005
**Date:** 5/7/2019

**Total**

| NS/EW Streets: | N Sanderson Ave | | | | N Sanderson Ave | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 10 | 206 | 8 | 0 | 4 | 115 | 11 | 0 | 44 | 55 | 4 | 0 | 19 | 44 | 28 | 0 | 548 |
| 7:15 AM | 11 | 179 | 16 | 0 | 9 | 133 | 18 | 0 | 39 | 45 | 2 | 0 | 15 | 72 | 34 | 0 | 573 |
| 7:30 AM | 7 | 197 | 16 | 0 | 9 | 154 | 20 | 0 | 34 | 54 | 8 | 0 | 13 | 49 | 20 | 0 | 581 |
| 7:45 AM | 9 | 164 | 20 | 0 | 9 | 159 | 19 | 0 | 28 | 40 | 12 | 0 | 20 | 55 | 28 | 0 | 563 |
| 8:00 AM | 22 | 149 | 24 | 0 | 3 | 110 | 25 | 0 | 28 | 43 | 15 | 0 | 24 | 101 | 21 | 0 | 565 |
| 8:15 AM | 35 | 117 | 3 | 0 | 5 | 112 | 20 | 0 | 22 | 77 | 25 | 0 | 15 | 116 | 16 | 0 | 563 |
| 8:30 AM | 17 | 116 | 15 | 0 | 11 | 95 | 13 | 0 | 31 | 92 | 38 | 0 | 21 | 127 | 25 | 0 | 601 |
| 8:45 AM | 9 | 133 | 9 | 0 | 4 | 120 | 15 | 0 | 17 | 46 | 25 | 0 | 21 | 40 | 12 | 0 | 451 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 120 | 1261 | 111 | 0 | 54 | 998 | 141 | 0 | 243 | 452 | 129 | 0 | 148 | 604 | 184 | 0 | 4445 |
| **APPROACH %'s :** | 8.04% | 84.52% | 7.44% | 0.00% | 4.53% | 83.65% | 11.82% | 0.00% | 29.49% | 54.85% | 15.66% | 0.00% | 15.81% | 64.53% | 19.66% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 83 | 546 | 62 | 0 | 28 | 476 | 77 | 0 | 109 | 252 | 90 | 0 | 80 | 399 | 90 | 0 | 2292 |
| **PEAK HR FACTOR :** | 0.593 | 0.832 | 0.646 | 0.000 | 0.636 | 0.748 | 0.770 | 0.000 | 0.879 | 0.685 | 0.592 | 0.000 | 0.833 | 0.785 | 0.804 | 0.000 | 0.953 |
| | 0.886 | | | | 0.777 | | | | 0.700 | | | | 0.822 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 16 | 113 | 26 | 0 | 21 | 215 | 22 | 0 | 14 | 50 | 18 | 0 | 17 | 31 | 12 | 0 | 555 |
| 4:15 PM | 9 | 131 | 28 | 0 | 29 | 235 | 27 | 0 | 23 | 45 | 15 | 0 | 24 | 33 | 18 | 0 | 617 |
| 4:30 PM | 5 | 96 | 27 | 0 | 16 | 231 | 20 | 0 | 20 | 47 | 13 | 0 | 15 | 31 | 17 | 0 | 538 |
| 4:45 PM | 3 | 125 | 25 | 0 | 25 | 236 | 34 | 0 | 25 | 58 | 12 | 0 | 14 | 29 | 6 | 0 | 592 |
| 5:00 PM | 7 | 118 | 21 | 0 | 16 | 257 | 20 | 0 | 17 | 61 | 12 | 0 | 21 | 23 | 18 | 0 | 591 |
| 5:15 PM | 7 | 122 | 17 | 0 | 29 | 229 | 29 | 0 | 23 | 48 | 17 | 0 | 33 | 35 | 19 | 0 | 608 |
| 5:30 PM | 5 | 101 | 29 | 0 | 36 | 266 | 29 | 0 | 12 | 52 | 10 | 0 | 20 | 35 | 16 | 0 | 611 |
| 5:45 PM | 7 | 87 | 22 | 0 | 21 | 230 | 22 | 0 | 19 | 70 | 16 | 0 | 27 | 30 | 16 | 0 | 567 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 59 | 893 | 195 | 0 | 193 | 1899 | 203 | 0 | 153 | 431 | 113 | 0 | 171 | 247 | 122 | 0 | 4679 |
| **APPROACH %'s :** | 5.14% | 77.86% | 17.00% | 0.00% | 8.41% | 82.75% | 8.85% | 0.00% | 21.95% | 61.84% | 16.21% | 0.00% | 31.67% | 45.74% | 22.59% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 22 | 466 | 92 | 0 | 106 | 988 | 112 | 0 | 77 | 219 | 51 | 0 | 88 | 122 | 59 | 0 | 2402 |
| **PEAK HR FACTOR :** | 0.786 | 0.932 | 0.793 | 0.000 | 0.736 | 0.929 | 0.824 | 0.000 | 0.770 | 0.898 | 0.750 | 0.000 | 0.667 | 0.871 | 0.776 | 0.000 | 0.983 |
| | 0.948 | | | | 0.911 | | | | 0.913 | | | | 0.773 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Cottonwood Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-005
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | N Sanderson Ave | | | | N Sanderson Ave | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 10 | 203 | 8 | 0 | 4 | 110 | 11 | 0 | 43 | 55 | 4 | 0 | 19 | 44 | 28 | 0 | 539 |
| 7:15 AM | 10 | 176 | 16 | 0 | 9 | 130 | 17 | 0 | 38 | 41 | 2 | 0 | 15 | 71 | 34 | 0 | 559 |
| 7:30 AM | 7 | 194 | 16 | 0 | 9 | 152 | 19 | 0 | 34 | 54 | 7 | 0 | 13 | 48 | 19 | 0 | 572 |
| 7:45 AM | 9 | 158 | 20 | 0 | 9 | 153 | 18 | 0 | 27 | 40 | 12 | 0 | 20 | 53 | 27 | 0 | 546 |
| 8:00 AM | 22 | 143 | 23 | 0 | 3 | 107 | 25 | 0 | 28 | 43 | 14 | 0 | 24 | 100 | 21 | 0 | 553 |
| 8:15 AM | 35 | 115 | 2 | 0 | 5 | 109 | 19 | 0 | 21 | 76 | 25 | 0 | 15 | 115 | 16 | 0 | 553 |
| 8:30 AM | 17 | 113 | 14 | 0 | 10 | 92 | 11 | 0 | 30 | 92 | 37 | 0 | 21 | 125 | 25 | 0 | 587 |
| 8:45 AM | 9 | 129 | 9 | 0 | 4 | 116 | 15 | 0 | 17 | 46 | 24 | 0 | 21 | 40 | 12 | 0 | 442 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 119 | 1231 | 108 | 0 | 53 | 969 | 135 | 0 | 238 | 447 | 125 | 0 | 148 | 596 | 182 | 0 | 4351 |
| **APPROACH %'s :** | 8.16% | 84.43% | 7.41% | 0.00% | 4.58% | 83.75% | 11.67% | 0.00% | 29.38% | 55.19% | 15.43% | 0.00% | 15.98% | 64.36% | 19.65% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 83 | 529 | 59 | 0 | 27 | 461 | 73 | 0 | 106 | 251 | 88 | 0 | 80 | 393 | 89 | 0 | 2239 |
| **PEAK HR FACTOR :** | 0.59 | 0.837 | 0.641 | 0.000 | 0.675 | 0.753 | 0.730 | 0.000 | 0.883 | 0.682 | 0.595 | 0.000 | 0.833 | 0.786 | 0.824 | 0.000 | 0.954 |
| | 0.892 | | | | 0.779 | | | | 0.700 | | | | 0.822 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 16 | 111 | 26 | 0 | 20 | 214 | 22 | 0 | 12 | 50 | 18 | 0 | 17 | 31 | 12 | 0 | 549 |
| 4:15 PM | 9 | 128 | 28 | 0 | 29 | 229 | 27 | 0 | 22 | 44 | 15 | 0 | 24 | 31 | 18 | 0 | 604 |
| 4:30 PM | 5 | 90 | 27 | 0 | 16 | 230 | 20 | 0 | 20 | 46 | 12 | 0 | 15 | 31 | 17 | 0 | 529 |
| 4:45 PM | 3 | 124 | 25 | 0 | 25 | 233 | 34 | 0 | 25 | 58 | 12 | 0 | 14 | 29 | 6 | 0 | 588 |
| 5:00 PM | 7 | 116 | 20 | 0 | 16 | 254 | 19 | 0 | 17 | 61 | 12 | 0 | 21 | 23 | 18 | 0 | 584 |
| 5:15 PM | 7 | 121 | 17 | 0 | 29 | 229 | 29 | 0 | 23 | 48 | 17 | 0 | 33 | 35 | 18 | 0 | 606 |
| 5:30 PM | 5 | 98 | 29 | 0 | 36 | 264 | 29 | 0 | 12 | 52 | 10 | 0 | 20 | 35 | 16 | 0 | 606 |
| 5:45 PM | 7 | 87 | 22 | 0 | 21 | 230 | 21 | 0 | 19 | 70 | 16 | 0 | 27 | 30 | 16 | 0 | 566 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 59 | 875 | 194 | 0 | 192 | 1883 | 201 | 0 | 150 | 429 | 112 | 0 | 171 | 245 | 121 | 0 | 4632 |
| **APPROACH %'s :** | 5.23% | 77.57% | 17.20% | 0.00% | 8.44% | 82.73% | 8.83% | 0.00% | 21.71% | 62.08% | 16.21% | 0.00% | 31.84% | 45.62% | 22.53% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 22 | 459 | 91 | 0 | 106 | 980 | 111 | 0 | 77 | 219 | 51 | 0 | 88 | 122 | 58 | 0 | 2384 |
| **PEAK HR FACTOR :** | 0.79 | 0.925 | 0.784 | 0.000 | 0.736 | 0.928 | 0.816 | 0.000 | 0.770 | 0.898 | 0.750 | 0.000 | 0.667 | 0.871 | 0.806 | 0.000 | 0.983 |
| | 0.941 | | | | 0.910 | | | | 0.913 | | | | 0.779 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Cottonwood Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-005
**Date:** 5/7/2019

**HT**

| **NS/EW Streets:** | N Sanderson Ave | | | | N Sanderson Ave | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:15 AM | 1 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 14 |
| 7:30 AM | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 9 |
| 7:45 AM | 0 | 6 | 0 | 0 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 17 |
| 8:00 AM | 0 | 6 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 12 |
| 8:15 AM | 0 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 10 |
| 8:30 AM | 0 | 3 | 1 | 0 | 1 | 3 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 14 |
| 8:45 AM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 30 | 3 | 0 | 1 | 29 | 6 | 0 | 5 | 5 | 4 | 0 | 0 | 8 | 2 | 0 | 94 |
| **APPROACH %'s :** | 2.94% | 88.24% | 8.82% | 0.00% | 2.78% | 80.56% | 16.67% | 0.00% | 35.71% | 35.71% | 28.57% | 0.00% | 0.00% | 80.00% | 20.00% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 17 | 3 | 0 | 1 | 15 | 4 | 0 | 3 | 1 | 2 | 0 | 0 | 6 | 1 | 0 | 53 |
| **PEAK HR FACTOR :** | 0.000 | 0.708 | 0.750 | 0.000 | 0.250 | 0.625 | 0.500 | 0.000 | 0.750 | 0.250 | 0.500 | 0.000 | 0.000 | 0.750 | 0.250 | 0.000 | 0.779 |
| | | 0.714 | | | | 0.714 | | | | 0.750 | | | | 0.583 | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:15 PM | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 13 |
| 4:30 PM | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 PM | 0 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 5:30 PM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 18 | 1 | 0 | 1 | 16 | 2 | 0 | 3 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 47 |
| **APPROACH %'s :** | 0.00% | 94.74% | 5.26% | 0.00% | 5.26% | 84.21% | 10.53% | 0.00% | 50.00% | 33.33% | 16.67% | 0.00% | 0.00% | 66.67% | 33.33% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 7 | 1 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18 |
| **PEAK HR FACTOR :** | 0.00 | 0.583 | 0.250 | 0.000 | 0.000 | 0.667 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.643 |
| | | 0.667 | | | | 0.563 | | | | | | | | 0.250 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Cottonwood Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-005
**Date:** 5/7/2019

## Bikes

| NS/EW Streets: | N Sanderson Ave | | | | N Sanderson Ave | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 0.00% | | | | | | | | | | | | | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PM** | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 6 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 0.00% | | | | | | | | | 33.33% | 66.67% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.500 |
| | | | | | | | | | | | | | | 0.500 | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Cottonwood Ave
**City:** San Jacinto

**Project ID:** 19-06063-005
**Date:** 5/7/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | N Sanderson Ave | | N Sanderson Ave | | Cottonwood Ave | | Cottonwood Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 4 |
| 8:15 AM | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 9 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 3 | 7 | 1 | 5 | 1 | 0 | 17 |
| **APPROACH %'s :** | | | 30.00% | 70.00% | 16.67% | 83.33% | 100.00% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 2 | 6 | 0 | 5 | 0 | 0 | 13 |
| **PEAK HR FACTOR :** | | | 0.250 | 0.300 | | 0.313 | | | 0.361 |
| | | | 0.400 | | 0.313 | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 6 |
| **APPROACH %'s :** | | | 16.67% | 83.33% | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | | | 0.250 | 0.250 | | | | | 0.250 |
| | | | 0.250 | | | | | | |

Prepared by National Data & Surveying Services

# N Sanderson Ave & Cottonwood Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-005
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

**PEAK HOURS**

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### SOUTHBOUND — N Sanderson Ave

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 77 | 476 | 28 | 0 | 745 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 112 | 988 | 106 | 0 | 602 | PM |
| | 1 | 2 | 2 | 0 | | |

### EASTBOUND — Cottonwood Ave

| AM | NOON | PM | |
|---|---|---|---|
| 559 | 0 | 256 | |
| 0 | 0 | 0 | 0 |
| 109 | 0 | 77 | 2 |
| 252 | 0 | 219 | 2 |
| 90 | 0 | 51 | 1 |
| AM | NOON | PM | |

### CONTROL

Signalized

| | | | |
|---|---|---|---|
| TEV | 2292 AM | 0 NOON | 2402 PM |
| PHF | 0.95 | | 0.98 |

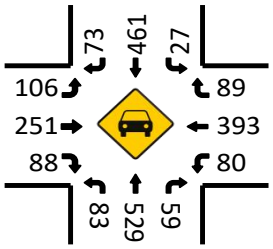
### WESTBOUND — Cottonwood Ave

| | PM | NOON | AM |
|---|---|---|---|
| 1 | 59 | 0 | 90 |
| 1 | 122 | 0 | 399 |
| 2 | 88 | 0 | 80 |
| 0 | 0 | 0 | 0 |
| | 417 | 0 | 342 |
| | PM | NOON | AM |

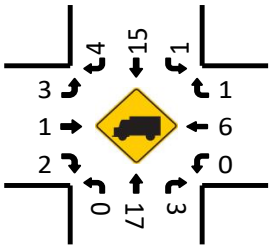
### NORTHBOUND — N Sanderson Ave

| | | | | | | |
|---|---|---|---|---|---|---|
| | 0 | 2 | 2 | 1 | | |
| PM | 1127 | 0 | 22 | 466 | 92 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 646 | 0 | 83 | 546 | 62 | AM |

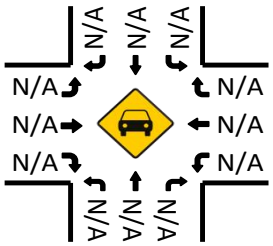
### Cars (AM)



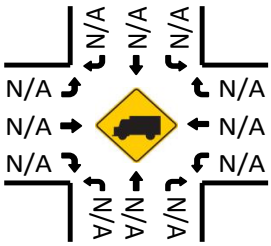

### HT (AM)



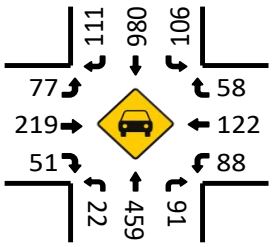

### Cars (NOON)



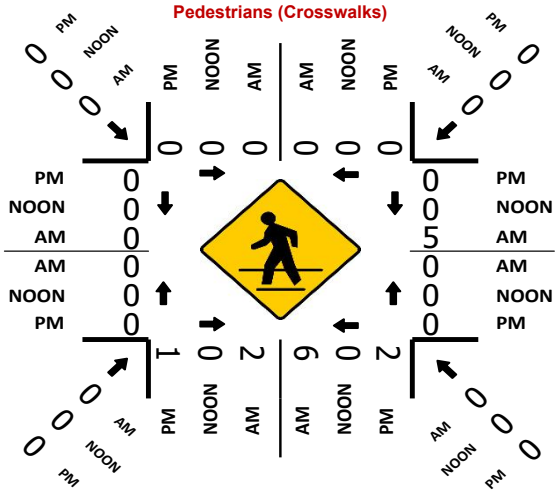

### HT (NOON)




### Cars (PM)




### Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Sanderson Ave & 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-006
**Date:** 5/7/2019

**Total**

| NS/EW Streets: | S Sanderson Ave | | | | S Sanderson Ave | | | | 7th St | | | | 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 3 | 216 | 17 | 0 | 5 | 123 | 6 | 0 | 4 | 21 | 8 | 0 | 37 | 19 | 11 | 0 | 470 |
| 7:15 AM | 4 | 207 | 26 | 0 | 6 | 152 | 11 | 0 | 1 | 22 | 12 | 0 | 32 | 27 | 15 | 0 | 515 |
| 7:30 AM | 7 | 190 | 19 | 0 | 6 | 174 | 2 | 0 | 2 | 20 | 7 | 0 | 28 | 25 | 7 | 0 | 487 |
| 7:45 AM | 7 | 191 | 18 | 0 | 14 | 167 | 2 | 0 | 0 | 26 | 5 | 0 | 26 | 25 | 18 | 0 | 499 |
| 8:00 AM | 12 | 171 | 7 | 0 | 3 | 131 | 2 | 0 | 4 | 16 | 9 | 0 | 32 | 25 | 17 | 0 | 429 |
| 8:15 AM | 7 | 148 | 13 | 0 | 8 | 153 | 3 | 0 | 4 | 32 | 10 | 0 | 24 | 39 | 13 | 0 | 454 |
| 8:30 AM | 11 | 145 | 23 | 0 | 6 | 155 | 7 | 0 | 2 | 32 | 16 | 0 | 19 | 46 | 14 | 0 | 476 |
| 8:45 AM | 3 | 135 | 14 | 0 | 5 | 137 | 6 | 0 | 9 | 29 | 16 | 0 | 28 | 27 | 9 | 0 | 418 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 54 | 1403 | 137 | 0 | 53 | 1192 | 39 | 0 | 26 | 198 | 83 | 0 | 226 | 233 | 104 | 0 | 3748 |
| **APPROACH %'s :** | 3.39% | 88.02% | 8.59% | 0.00% | 4.13% | 92.83% | 3.04% | 0.00% | 8.47% | 64.50% | 27.04% | 0.00% | 40.14% | 41.39% | 18.47% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 21 | 804 | 80 | 0 | 31 | 616 | 21 | 0 | 7 | 89 | 32 | 0 | 123 | 96 | 51 | 0 | 1971 |
| **PEAK HR FACTOR :** | 0.750 | 0.931 | 0.769 | 0.000 | 0.554 | 0.885 | 0.477 | 0.000 | 0.438 | 0.856 | 0.667 | 0.000 | 0.831 | 0.889 | 0.708 | 0.000 | 0.957 |
| | 0.955 | | | | 0.913 | | | | 0.914 | | | | 0.912 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 9 | 143 | 31 | 0 | 22 | 231 | 7 | 0 | 5 | 21 | 5 | 0 | 29 | 33 | 16 | 0 | 552 |
| 4:15 PM | 6 | 169 | 31 | 0 | 16 | 262 | 3 | 0 | 1 | 33 | 8 | 0 | 30 | 28 | 14 | 0 | 601 |
| 4:30 PM | 7 | 134 | 26 | 0 | 18 | 235 | 8 | 0 | 2 | 25 | 6 | 0 | 27 | 21 | 14 | 0 | 523 |
| 4:45 PM | 12 | 153 | 26 | 0 | 15 | 236 | 5 | 0 | 1 | 22 | 15 | 0 | 29 | 19 | 9 | 0 | 542 |
| 5:00 PM | 10 | 160 | 40 | 0 | 15 | 273 | 5 | 0 | 4 | 25 | 9 | 0 | 38 | 26 | 11 | 0 | 616 |
| 5:15 PM | 11 | 145 | 26 | 0 | 11 | 271 | 6 | 0 | 3 | 22 | 6 | 0 | 26 | 20 | 15 | 0 | 562 |
| 5:30 PM | 8 | 130 | 30 | 0 | 18 | 278 | 4 | 0 | 5 | 23 | 13 | 0 | 21 | 19 | 8 | 0 | 557 |
| 5:45 PM | 5 | 118 | 34 | 0 | 21 | 238 | 7 | 0 | 1 | 20 | 5 | 0 | 10 | 17 | 10 | 0 | 486 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 68 | 1152 | 244 | 0 | 136 | 2024 | 45 | 0 | 22 | 191 | 67 | 0 | 210 | 183 | 97 | 0 | 4439 |
| **APPROACH %'s :** | 4.64% | 78.69% | 16.67% | 0.00% | 6.17% | 91.79% | 2.04% | 0.00% | 7.86% | 68.21% | 23.93% | 0.00% | 42.86% | 37.35% | 19.80% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 35 | 616 | 123 | 0 | 64 | 1006 | 21 | 0 | 8 | 105 | 38 | 0 | 124 | 94 | 48 | 0 | 2282 |
| **PEAK HR FACTOR :** | 0.729 | 0.911 | 0.769 | 0.000 | 0.889 | 0.921 | 0.656 | 0.000 | 0.500 | 0.795 | 0.633 | 0.000 | 0.816 | 0.839 | 0.857 | 0.000 | 0.926 |
| | 0.921 | | | | 0.931 | | | | 0.899 | | | | 0.887 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Sanderson Ave & 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-006
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | S Sanderson Ave | | | | S Sanderson Ave | | | | 7th St | | | | 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 3 | 211 | 17 | 0 | 5 | 120 | 6 | 0 | 4 | 21 | 8 | 0 | 36 | 19 | 11 | 0 | 461 |
| 7:15 AM | 3 | 202 | 25 | 0 | 6 | 148 | 11 | 0 | 1 | 22 | 11 | 0 | 32 | 26 | 15 | 0 | 502 |
| 7:30 AM | 7 | 187 | 19 | 0 | 6 | 171 | 2 | 0 | 2 | 20 | 7 | 0 | 27 | 24 | 7 | 0 | 479 |
| 7:45 AM | 7 | 186 | 16 | 0 | 14 | 162 | 2 | 0 | 0 | 24 | 4 | 0 | 25 | 24 | 17 | 0 | 481 |
| 8:00 AM | 12 | 166 | 7 | 0 | 3 | 124 | 2 | 0 | 4 | 15 | 9 | 0 | 32 | 25 | 16 | 0 | 415 |
| 8:15 AM | 6 | 145 | 13 | 0 | 8 | 149 | 3 | 0 | 3 | 32 | 10 | 0 | 24 | 39 | 13 | 0 | 445 |
| 8:30 AM | 10 | 140 | 22 | 0 | 6 | 151 | 7 | 0 | 2 | 30 | 16 | 0 | 18 | 46 | 14 | 0 | 462 |
| 8:45 AM | 3 | 131 | 14 | 0 | 4 | 132 | 6 | 0 | 9 | 28 | 16 | 0 | 28 | 27 | 9 | 0 | 407 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 51 | 1368 | 133 | 0 | 52 | 1157 | 39 | 0 | 25 | 192 | 81 | 0 | 222 | 230 | 102 | 0 | 3652 |
| **APPROACH %'s :** | 3.29% | 88.14% | 8.57% | 0.00% | 4.17% | 92.71% | 3.13% | 0.00% | 8.39% | 64.43% | 27.18% | 0.00% | 40.07% | 41.52% | 18.41% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 20 | 786 | 77 | 0 | 31 | 601 | 21 | 0 | 7 | 87 | 30 | 0 | 120 | 93 | 50 | 0 | 1923 |
| **PEAK HR FACTOR :** | 0.71 | 0.931 | 0.770 | 0.000 | 0.554 | 0.879 | 0.477 | 0.000 | 0.438 | 0.906 | 0.682 | 0.000 | 0.833 | 0.894 | 0.735 | 0.000 | 0.958 |
| | 0.956 | | | | 0.912 | | | | 0.912 | | | | 0.901 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 9 | 141 | 31 | 0 | 22 | 229 | 7 | 0 | 5 | 20 | 5 | 0 | 29 | 31 | 16 | 0 | 545 |
| 4:15 PM | 6 | 166 | 31 | 0 | 16 | 255 | 3 | 0 | 1 | 33 | 7 | 0 | 30 | 26 | 14 | 0 | 588 |
| 4:30 PM | 7 | 130 | 26 | 0 | 18 | 233 | 8 | 0 | 1 | 25 | 6 | 0 | 27 | 21 | 13 | 0 | 515 |
| 4:45 PM | 12 | 152 | 26 | 0 | 15 | 232 | 5 | 0 | 1 | 22 | 15 | 0 | 27 | 19 | 9 | 0 | 535 |
| 5:00 PM | 10 | 157 | 40 | 0 | 15 | 269 | 5 | 0 | 4 | 25 | 9 | 0 | 38 | 25 | 11 | 0 | 608 |
| 5:15 PM | 11 | 144 | 26 | 0 | 11 | 271 | 6 | 0 | 3 | 22 | 6 | 0 | 25 | 20 | 15 | 0 | 560 |
| 5:30 PM | 8 | 127 | 30 | 0 | 18 | 277 | 4 | 0 | 4 | 23 | 13 | 0 | 21 | 18 | 8 | 0 | 551 |
| 5:45 PM | 5 | 118 | 34 | 0 | 21 | 236 | 7 | 0 | 1 | 20 | 5 | 0 | 10 | 17 | 10 | 0 | 484 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 68 | 1135 | 244 | 0 | 136 | 2002 | 45 | 0 | 20 | 190 | 66 | 0 | 207 | 177 | 96 | 0 | 4386 |
| **APPROACH %'s :** | 4.70% | 78.44% | 16.86% | 0.00% | 6.23% | 91.71% | 2.06% | 0.00% | 7.25% | 68.84% | 23.91% | 0.00% | 43.13% | 36.88% | 20.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 35 | 605 | 123 | 0 | 64 | 989 | 21 | 0 | 7 | 105 | 37 | 0 | 122 | 91 | 47 | 0 | 2246 |
| **PEAK HR FACTOR :** | 0.73 | 0.911 | 0.769 | 0.000 | 0.889 | 0.919 | 0.656 | 0.000 | 0.438 | 0.795 | 0.617 | 0.000 | 0.803 | 0.875 | 0.839 | 0.000 | 0.924 |
| | 0.921 | | | | 0.929 | | | | 0.909 | | | | 0.878 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Sanderson Ave & 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-006
**Date:** 5/7/2019

**HT**

| **NS/EW Streets:** | S Sanderson Ave | | | | S Sanderson Ave | | | | 7th St | | | | 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| 7:15 AM | 1 | 5 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 13 |
| 7:30 AM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 8 |
| 7:45 AM | 0 | 5 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 18 |
| 8:00 AM | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 14 |
| 8:15 AM | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:30 AM | 1 | 5 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 14 |
| 8:45 AM | 0 | 4 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 35 | 4 | 0 | 1 | 35 | 0 | 0 | 1 | 6 | 2 | 0 | 4 | 3 | 2 | 0 | 96 |
| **APPROACH %'s :** | 7.14% | 83.33% | 9.52% | 0.00% | 2.78% | 97.22% | 0.00% | 0.00% | 11.11% | 66.67% | 22.22% | 0.00% | 44.44% | 33.33% | 22.22% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 18 | 3 | 0 | 0 | 15 | 0 | 0 | 0 | 2 | 2 | 0 | 3 | 3 | 1 | 0 | 48 |
| **PEAK HR FACTOR :** | 0.250 | 0.900 | 0.375 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.750 | 0.750 | 0.250 | 0.000 | 0.667 |
| | 0.786 | | | | 0.750 | | | | 0.333 | | | | 0.583 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 7 |
| 4:15 PM | 0 | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 13 |
| 4:30 PM | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 7 |
| 5:00 PM | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 17 | 0 | 0 | 0 | 22 | 0 | 0 | 2 | 1 | 1 | 0 | 3 | 6 | 1 | 0 | 53 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 50.00% | 25.00% | 25.00% | 0.00% | 30.00% | 60.00% | 10.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 11 | 0 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 36 |
| **PEAK HR FACTOR :** | 0.00 | 0.688 | 0.000 | 0.000 | 0.000 | 0.607 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.250 | 0.375 | 0.250 | 0.000 | 0.692 |
| | 0.688 | | | | 0.607 | | | | 0.500 | | | | 0.750 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Sanderson Ave & 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-006
**Date:** 5/7/2019

**Bikes**

| NS/EW Streets: | S Sanderson Ave | | | | S Sanderson Ave | | | | 7th St | | | | 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | 0.250 | | | | | | | | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| **APPROACH %'s :** | | | | | | | | | | | | | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Sanderson Ave & 7th St
**City:** San Jacinto
**Project ID:** 19-06063-006
**Date:** 5/7/2019

## Pedestrians (Crosswalks)

| **NS/EW Streets:** | S Sanderson Ave | | S Sanderson Ave | | 7th St | | 7th St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 3 |
| **APPROACH %'s :** | | | | | 100.00% | 0.00% | 50.00% | 50.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| **PEAK HR FACTOR :** | | | | | | | | 0.250 | 0.250 |
| | | | | | | | 0.250 | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| **APPROACH %'s :** | | | 50.00% | 50.00% | | | | | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | | | 0.250 | | | | | | 0.250 |
| | | | 0.250 | | | | | | |

Prepared by National Data & Surveying Services

# S Sanderson Ave & 7th St

## Peak Hour Turning Movement Count

**ID:** 19-06063-006
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:15 PM - 05:15 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### S Sanderson Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 21 | 616 | 31 | 0 | 862 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 21 | 1006 | 64 | 0 | 672 | PM |

### 7th St — EASTBOUND

| AM | NOON | PM | | |
|---|---|---|---|---|
| 138 | 0 | 150 | | |
| 0 | 0 | 0 | 0 | |
| 7 | 0 | 8 | 1 | |
| 89 | 0 | 105 | 0.5 | |
| 32 | 0 | 38 | 0.5 | |
| AM | NOON | PM | | |

### CONTROL

Signalized

| | | | |
|---|---|---|---|
| TEV | 1971 AM | 0 NOON | 2282 PM |
| PHF | 0.96 | | 0.93 |

### 7th St — WESTBOUND

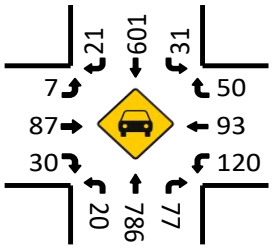
| PM | NOON | AM | |
|---|---|---|---|
| 48 | 0 | 51 | 0 |
| 94 | 0 | 96 | 1 |
| 124 | 0 | 123 | 1 |
| 0 | 0 | 0 | 0 |
| 292 | 0 | 200 | |
| PM | NOON | AM | |

### S Sanderson Ave — NORTHBOUND

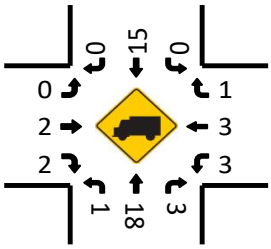
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 1168 | 0 | 35 | 616 | 123 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 771 | 0 | 21 | 804 | 80 | AM |

1 2 1 0 — 0 1 1.5 0.5

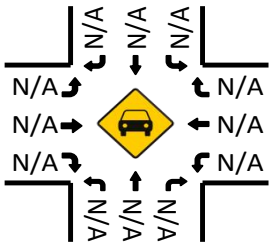
### Cars (AM)



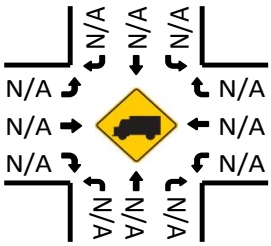

### HT (AM)



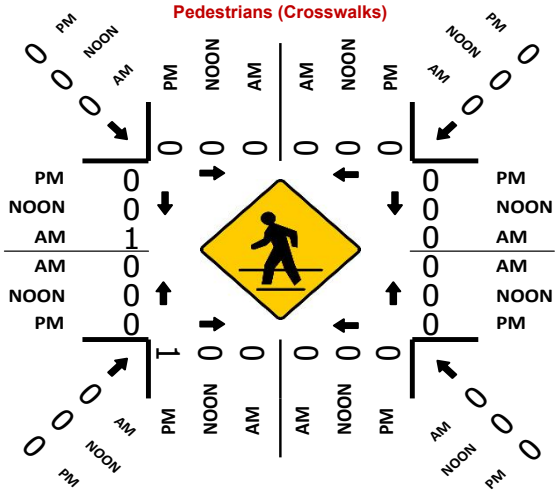

### Cars (NOON)



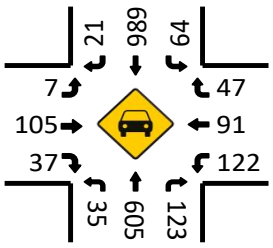

### HT (NOON)



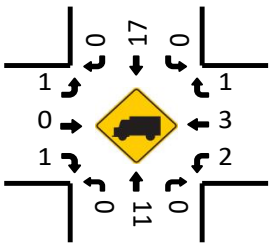

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Sanderson Ave & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-007
**Date:** 5/7/2019

## Total

| NS/EW Streets: | Sanderson Ave | | | | Sanderson Ave | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 16 | 204 | 11 | 0 | 10 | 146 | 15 | 6 | 24 | 19 | 9 | 0 | 33 | 42 | 7 | 0 | 542 |
| 7:15 AM | 16 | 210 | 17 | 0 | 17 | 175 | 16 | 8 | 26 | 29 | 10 | 0 | 30 | 40 | 11 | 0 | 605 |
| 7:30 AM | 24 | 183 | 34 | 0 | 17 | 179 | 15 | 4 | 33 | 38 | 3 | 0 | 34 | 46 | 11 | 0 | 621 |
| 7:45 AM | 22 | 161 | 18 | 0 | 13 | 157 | 13 | 7 | 22 | 36 | 3 | 0 | 16 | 45 | 6 | 0 | 519 |
| 8:00 AM | 14 | 167 | 21 | 0 | 14 | 151 | 11 | 7 | 17 | 28 | 5 | 0 | 23 | 48 | 12 | 0 | 518 |
| 8:15 AM | 10 | 124 | 13 | 0 | 13 | 140 | 10 | 13 | 11 | 25 | 12 | 0 | 31 | 46 | 21 | 0 | 469 |
| 8:30 AM | 21 | 131 | 16 | 0 | 26 | 128 | 20 | 9 | 17 | 26 | 8 | 0 | 24 | 89 | 12 | 0 | 527 |
| 8:45 AM | 17 | 140 | 14 | 0 | 14 | 152 | 23 | 5 | 21 | 39 | 8 | 0 | 38 | 68 | 9 | 0 | 548 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 140 | 1320 | 144 | 0 | 124 | 1228 | 123 | 59 | 171 | 240 | 58 | 0 | 229 | 424 | 89 | 0 | 4349 |
| **APPROACH %'s :** | 8.73% | 82.29% | 8.98% | 0.00% | 8.08% | 80.05% | 8.02% | 3.85% | 36.46% | 51.17% | 12.37% | 0.00% | 30.86% | 57.14% | 11.99% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 78 | 758 | 80 | 0 | 57 | 657 | 59 | 25 | 105 | 122 | 25 | 0 | 113 | 173 | 35 | 0 | 2287 |
| **PEAK HR FACTOR :** | 0.813 | 0.902 | 0.588 | 0.000 | 0.838 | 0.918 | 0.922 | 0.781 | 0.795 | 0.803 | 0.625 | 0.000 | 0.831 | 0.940 | 0.795 | 0.000 | 0.921 |
| | 0.942 | | | | 0.924 | | | | 0.851 | | | | 0.882 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 10 | 164 | 24 | 0 | 16 | 235 | 15 | 7 | 22 | 60 | 14 | 0 | 31 | 60 | 13 | 0 | 671 |
| 4:15 PM | 15 | 163 | 27 | 0 | 22 | 243 | 16 | 7 | 20 | 47 | 11 | 0 | 38 | 51 | 12 | 0 | 672 |
| 4:30 PM | 12 | 144 | 29 | 0 | 19 | 234 | 15 | 5 | 16 | 44 | 16 | 0 | 29 | 51 | 9 | 0 | 623 |
| 4:45 PM | 14 | 171 | 16 | 0 | 19 | 228 | 20 | 7 | 20 | 28 | 4 | 0 | 30 | 48 | 14 | 0 | 619 |
| 5:00 PM | 9 | 177 | 28 | 0 | 22 | 258 | 23 | 9 | 22 | 51 | 10 | 0 | 34 | 47 | 8 | 0 | 698 |
| 5:15 PM | 25 | 131 | 23 | 0 | 20 | 240 | 21 | 5 | 14 | 50 | 6 | 0 | 43 | 53 | 9 | 0 | 640 |
| 5:30 PM | 16 | 156 | 25 | 0 | 16 | 250 | 22 | 9 | 20 | 40 | 10 | 0 | 35 | 51 | 12 | 0 | 662 |
| 5:45 PM | 14 | 131 | 31 | 0 | 18 | 221 | 15 | 1 | 25 | 43 | 19 | 0 | 21 | 41 | 12 | 0 | 592 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 115 | 1237 | 203 | 0 | 152 | 1909 | 147 | 50 | 159 | 363 | 90 | 0 | 261 | 402 | 89 | 0 | 5177 |
| **APPROACH %'s :** | 7.40% | 79.55% | 13.05% | 0.00% | 6.73% | 84.54% | 6.51% | 2.21% | 25.98% | 59.31% | 14.71% | 0.00% | 34.71% | 53.46% | 11.84% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 64 | 635 | 92 | 0 | 77 | 976 | 86 | 30 | 76 | 169 | 30 | 0 | 142 | 199 | 43 | 0 | 2619 |
| **PEAK HR FACTOR :** | 0.640 | 0.897 | 0.821 | 0.000 | 0.875 | 0.946 | 0.935 | 0.833 | 0.864 | 0.828 | 0.750 | 0.000 | 0.826 | 0.939 | 0.768 | 0.000 | 0.938 |
| | 0.924 | | | | 0.937 | | | | 0.828 | | | | 0.914 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Sanderson Ave & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-007
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | Sanderson Ave | | | | Sanderson Ave | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 16 | 198 | 10 | 0 | 10 | 142 | 15 | 6 | 24 | 19 | 8 | 0 | 33 | 42 | 7 | 0 | 530 |
| 7:15 AM | 16 | 204 | 17 | 0 | 16 | 170 | 15 | 8 | 26 | 27 | 10 | 0 | 30 | 40 | 11 | 0 | 590 |
| 7:30 AM | 24 | 181 | 33 | 0 | 16 | 177 | 14 | 4 | 32 | 38 | 3 | 0 | 33 | 44 | 11 | 0 | 610 |
| 7:45 AM | 22 | 151 | 17 | 0 | 13 | 151 | 13 | 7 | 22 | 36 | 3 | 0 | 16 | 45 | 6 | 0 | 502 |
| 8:00 AM | 14 | 164 | 19 | 0 | 13 | 146 | 11 | 7 | 15 | 27 | 5 | 0 | 23 | 47 | 12 | 0 | 503 |
| 8:15 AM | 10 | 123 | 13 | 0 | 12 | 138 | 10 | 13 | 9 | 24 | 9 | 0 | 31 | 45 | 18 | 0 | 455 |
| 8:30 AM | 19 | 128 | 16 | 0 | 26 | 124 | 20 | 9 | 16 | 25 | 7 | 0 | 22 | 89 | 11 | 0 | 512 |
| 8:45 AM | 16 | 136 | 14 | 0 | 13 | 146 | 23 | 5 | 21 | 39 | 8 | 0 | 38 | 67 | 9 | 0 | 535 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 137 | 1285 | 139 | 0 | 119 | 1194 | 121 | 59 | 165 | 235 | 53 | 0 | 226 | 419 | 85 | 0 | 4237 |
| **APPROACH %'s :** | 8.78% | 82.32% | 8.90% | 0.00% | 7.97% | 79.97% | 8.10% | 3.95% | 36.42% | 51.88% | 11.70% | 0.00% | 30.96% | 57.40% | 11.64% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 78 | 734 | 77 | 0 | 55 | 640 | 57 | 25 | 104 | 120 | 24 | 0 | 112 | 171 | 35 | 0 | 2232 |
| **PEAK HR FACTOR :** | 0.81 | 0.900 | 0.583 | 0.000 | 0.859 | 0.904 | 0.950 | 0.781 | 0.813 | 0.789 | 0.600 | 0.000 | 0.848 | 0.950 | 0.795 | 0.000 | 0.915 |
| | 0.934 | | | | 0.921 | | | | 0.849 | | | | 0.903 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 10 | 162 | 24 | 0 | 16 | 233 | 13 | 7 | 22 | 59 | 13 | 0 | 30 | 60 | 13 | 0 | 662 |
| 4:15 PM | 15 | 161 | 27 | 0 | 21 | 237 | 16 | 7 | 19 | 47 | 11 | 0 | 38 | 51 | 12 | 0 | 662 |
| 4:30 PM | 12 | 141 | 29 | 0 | 19 | 232 | 14 | 5 | 16 | 44 | 16 | 0 | 29 | 51 | 8 | 0 | 616 |
| 4:45 PM | 14 | 169 | 16 | 0 | 19 | 223 | 19 | 7 | 20 | 27 | 4 | 0 | 30 | 48 | 14 | 0 | 610 |
| 5:00 PM | 9 | 175 | 28 | 0 | 22 | 256 | 22 | 9 | 22 | 51 | 10 | 0 | 34 | 44 | 8 | 0 | 690 |
| 5:15 PM | 25 | 130 | 23 | 0 | 20 | 238 | 19 | 5 | 14 | 50 | 6 | 0 | 43 | 52 | 9 | 0 | 634 |
| 5:30 PM | 16 | 154 | 25 | 0 | 16 | 249 | 22 | 9 | 19 | 40 | 10 | 0 | 34 | 51 | 12 | 0 | 657 |
| 5:45 PM | 14 | 131 | 31 | 0 | 18 | 220 | 15 | 1 | 25 | 43 | 19 | 0 | 21 | 41 | 12 | 0 | 591 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 115 | 1223 | 203 | 0 | 151 | 1888 | 140 | 50 | 157 | 361 | 89 | 0 | 259 | 398 | 88 | 0 | 5122 |
| **APPROACH %'s :** | 7.46% | 79.36% | 13.17% | 0.00% | 6.77% | 84.70% | 6.28% | 2.24% | 25.86% | 59.47% | 14.66% | 0.00% | 34.77% | 53.42% | 11.81% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 64 | 628 | 92 | 0 | 77 | 966 | 82 | 30 | 75 | 168 | 30 | 0 | 141 | 195 | 43 | 0 | 2591 |
| **PEAK HR FACTOR :** | 0.64 | 0.897 | 0.821 | 0.000 | 0.875 | 0.943 | 0.932 | 0.833 | 0.852 | 0.824 | 0.750 | 0.000 | 0.820 | 0.938 | 0.768 | 0.000 | 0.939 |
| | 0.925 | | | | 0.934 | | | | 0.822 | | | | 0.911 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Sanderson Ave & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-007
**Date:** 5/7/2019

**HT**

| **NS/EW Streets:** | Sanderson Ave | | | | Sanderson Ave | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 6 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:15 AM | 0 | 6 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:30 AM | 0 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 11 |
| 7:45 AM | 0 | 10 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:00 AM | 0 | 3 | 2 | 0 | 1 | 5 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 15 |
| 8:15 AM | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 1 | 3 | 0 | 14 |
| 8:30 AM | 2 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 15 |
| 8:45 AM | 1 | 4 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 13 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 35 | 5 | 0 | 5 | 34 | 2 | 0 | 6 | 5 | 5 | 0 | 3 | 5 | 4 | 0 | 112 |
| **APPROACH %'s :** | 6.98% | 81.40% | 11.63% | 0.00% | 12.20% | 82.93% | 4.88% | 0.00% | 37.50% | 31.25% | 31.25% | 0.00% | 25.00% | 41.67% | 33.33% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 24 | 3 | 0 | 2 | 17 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 55 |
| **PEAK HR FACTOR :** | 0.000 | 0.600 | 0.750 | 0.000 | 0.500 | 0.708 | 0.500 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.809 |
| | | 0.614 | | | | 0.750 | | | | 0.500 | | | | 0.250 | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 9 |
| 4:15 PM | 0 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:30 PM | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| 4:45 PM | 0 | 2 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 PM | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 8 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 14 | 0 | 0 | 1 | 21 | 7 | 0 | 2 | 2 | 1 | 0 | 2 | 4 | 1 | 0 | 55 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 3.45% | 72.41% | 24.14% | 0.00% | 40.00% | 40.00% | 20.00% | 0.00% | 28.57% | 57.14% | 14.29% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 7 | 0 | 0 | 0 | 10 | 4 | 0 | 1 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 28 |
| **PEAK HR FACTOR :** | 0.00 | 0.875 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.250 | 0.333 | 0.000 | 0.000 | 0.778 |
| | | 0.875 | | | | 0.583 | | | | 0.500 | | | | 0.417 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Sanderson Ave & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-007
**Date:** 5/7/2019

**Bikes**

| NS/EW Streets: | Sanderson Ave | | | | Sanderson Ave | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.750 |
| | 0.250 | | | | 0.000 | | | | 0.250 | | | | 0.250 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 |
| | | | | | 0.250 | | | | 0.250 | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Sanderson Ave & W Esplanade Ave **Project ID:** 19-06063-007
**City:** San Jacinto **Date:** 5/7/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Sanderson Ave | | Sanderson Ave | | W Esplanade Ave | | W Esplanade Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **APPROACH %'s :** | 33.33% | 66.67% | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.250 | | | | | | | | 0.250 |
| | 0.250 | | | | | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 5:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 3 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 9 |
| **APPROACH %'s :** | 60.00% | 40.00% | | | 50.00% | 50.00% | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.375 | 0.250 | | | 0.250 | | | | 0.750 |
| | 0.625 | | | | 0.250 | | | | |

Prepared by National Data & Surveying Services

# Sanderson Ave & W Esplanade Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-007
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:45 PM - 05:45 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### SOUTHBOUND — Sanderson Ave

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 59 | 657 | 57 | 25 | 923 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 86 | 976 | 77 | 30 | 784 | PM |
| | 1 | 2 | 1 | 0 | | |

### EASTBOUND — W Esplanade Ave

| AM | NOON | PM | |
|---|---|---|---|
| 310 | 0 | 349 | |
| 0 | 0 | 0 | 0 |
| 105 | 0 | 76 | 1 |
| 122 | 0 | 169 | 1 |
| 25 | 0 | 30 | 1 |
| AM | NOON | PM | |

### WESTBOUND — W Esplanade Ave

| PM | NOON | AM | |
|---|---|---|---|
| 43 | 0 | 35 | 1 |
| 199 | 0 | 173 | 1 |
| 142 | 0 | 113 | 1 |
| 0 | 0 | 0 | 0 |
| 338 | 0 | 259 | |
| PM | NOON | AM | |

### NORTHBOUND — Sanderson Ave

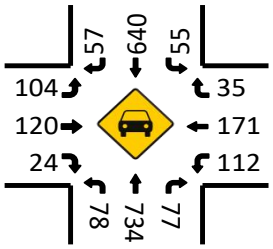
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 1148 | 0 | 64 | 635 | 92 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 795 | 0 | 78 | 758 | 80 | AM |
| | | 0 | 1 | 2 | 0 | |

### CONTROL

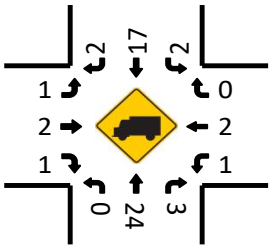
Signalized

| | | | |
|---|---|---|---|
| TEV | 2287 AM | 0 NOON | 2619 PM |
| PHF | 0.92 | | 0.94 |

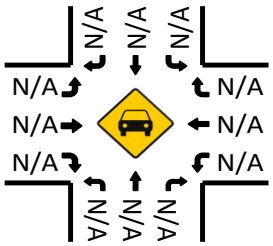
### Cars (AM)



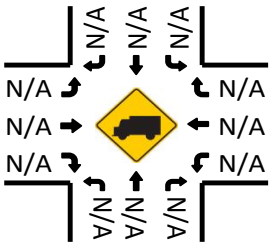

### HT (AM)



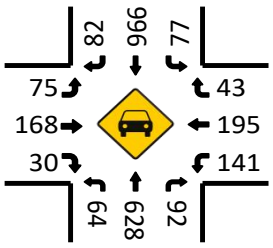

### Cars (NOON)



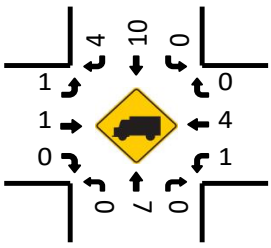

### HT (NOON)



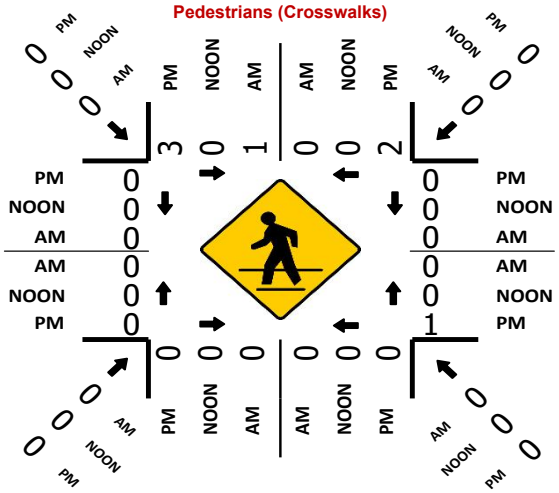

### Cars (PM)




### HT (PM)




### Pedestrians (Crosswalks)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & N Lyon Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-008
**Date:** 5/8/2019

## Total

| NS/EW Streets: | N Lyon Ave | | | | N Lyon Ave | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 43 | 0 | 32 | 0 | 0 | 0 | 1 | 0 | 0 | 229 | 19 | 0 | 9 | 266 | 0 | 0 | 599 |
| 7:15 AM | 46 | 1 | 20 | 0 | 1 | 0 | 0 | 0 | 2 | 200 | 12 | 0 | 13 | 258 | 3 | 0 | 556 |
| 7:30 AM | 35 | 0 | 8 | 0 | 0 | 1 | 1 | 0 | 0 | 208 | 22 | 0 | 11 | 240 | 0 | 0 | 526 |
| 7:45 AM | 34 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 255 | 32 | 0 | 6 | 188 | 1 | 0 | 536 |
| 8:00 AM | 27 | 1 | 20 | 0 | 0 | 0 | 1 | 0 | 0 | 189 | 19 | 0 | 15 | 199 | 0 | 0 | 471 |
| 8:15 AM | 46 | 1 | 12 | 0 | 2 | 0 | 2 | 0 | 0 | 168 | 14 | 0 | 9 | 188 | 1 | 0 | 443 |
| 8:30 AM | 37 | 2 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 165 | 20 | 0 | 8 | 190 | 1 | 0 | 437 |
| 8:45 AM | 21 | 0 | 10 | 0 | 2 | 1 | 1 | 0 | 2 | 164 | 16 | 0 | 11 | 170 | 1 | 0 | 399 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 289 | 5 | 135 | 0 | 5 | 2 | 7 | 0 | 4 | 1578 | 154 | 0 | 82 | 1699 | 7 | 0 | 3967 |
| **APPROACH %'s :** | 67.37% | 1.17% | 31.47% | 0.00% | 35.71% | 14.29% | 50.00% | 0.00% | 0.23% | 90.90% | 8.87% | 0.00% | 4.59% | 95.02% | 0.39% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 158 | 1 | 80 | 0 | 1 | 1 | 2 | 0 | 2 | 892 | 85 | 0 | 39 | 952 | 4 | 0 | 2217 |
| **PEAK HR FACTOR :** | 0.859 | 0.250 | 0.625 | 0.000 | 0.250 | 0.250 | 0.500 | 0.000 | 0.250 | 0.875 | 0.664 | 0.000 | 0.750 | 0.895 | 0.333 | 0.000 | 0.925 |
| | 0.797 | | | | 0.500 | | | | 0.853 | | | | 0.905 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 29 | 0 | 14 | 0 | 0 | 0 | 3 | 0 | 1 | 299 | 42 | 0 | 19 | 192 | 0 | 0 | 599 |
| 4:15 PM | 32 | 1 | 10 | 0 | 1 | 0 | 1 | 0 | 1 | 242 | 36 | 0 | 13 | 164 | 0 | 0 | 501 |
| 4:30 PM | 22 | 0 | 12 | 0 | 3 | 4 | 1 | 0 | 0 | 302 | 29 | 0 | 13 | 175 | 1 | 0 | 562 |
| 4:45 PM | 28 | 3 | 7 | 0 | 1 | 2 | 3 | 0 | 3 | 330 | 48 | 0 | 15 | 172 | 1 | 0 | 613 |
| 5:00 PM | 34 | 0 | 12 | 0 | 0 | 1 | 2 | 0 | 0 | 315 | 44 | 0 | 10 | 189 | 1 | 0 | 608 |
| 5:15 PM | 38 | 0 | 8 | 0 | 1 | 1 | 1 | 0 | 0 | 274 | 36 | 0 | 7 | 206 | 0 | 0 | 572 |
| 5:30 PM | 20 | 0 | 15 | 0 | 0 | 0 | 1 | 0 | 3 | 301 | 37 | 0 | 17 | 157 | 0 | 0 | 551 |
| 5:45 PM | 22 | 1 | 13 | 0 | 0 | 0 | 2 | 0 | 1 | 254 | 33 | 0 | 15 | 174 | 0 | 0 | 515 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 225 | 5 | 91 | 0 | 6 | 8 | 14 | 0 | 9 | 2317 | 305 | 0 | 109 | 1429 | 3 | 0 | 4521 |
| **APPROACH %'s :** | 70.09% | 1.56% | 28.35% | 0.00% | 21.43% | 28.57% | 50.00% | 0.00% | 0.34% | 88.07% | 11.59% | 0.00% | 7.07% | 92.73% | 0.19% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 122 | 3 | 39 | 0 | 5 | 8 | 7 | 0 | 3 | 1221 | 157 | 0 | 45 | 742 | 3 | 0 | 2355 |
| **PEAK HR FACTOR :** | 0.803 | 0.250 | 0.813 | 0.000 | 0.417 | 0.500 | 0.583 | 0.000 | 0.250 | 0.925 | 0.818 | 0.000 | 0.750 | 0.900 | 0.750 | 0.000 | 0.960 |
| | 0.891 | | | | 0.625 | | | | 0.906 | | | | 0.927 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & N Lyon Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-008
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N Lyon Ave | | | | N Lyon Ave | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 43 | 0 | 31 | 0 | 0 | 0 | 1 | 0 | 0 | 217 | 18 | 0 | 9 | 263 | 0 | 0 | 582 |
| 7:15 AM | 46 | 1 | 20 | 0 | 1 | 0 | 0 | 0 | 2 | 194 | 12 | 0 | 13 | 255 | 3 | 0 | 547 |
| 7:30 AM | 35 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 22 | 0 | 10 | 234 | 0 | 0 | 509 |
| 7:45 AM | 34 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 243 | 32 | 0 | 6 | 184 | 1 | 0 | 520 |
| 8:00 AM | 27 | 0 | 20 | 0 | 0 | 0 | 1 | 0 | 0 | 182 | 17 | 0 | 14 | 195 | 0 | 0 | 456 |
| 8:15 AM | 46 | 1 | 12 | 0 | 2 | 0 | 2 | 0 | 0 | 160 | 13 | 0 | 9 | 182 | 1 | 0 | 428 |
| 8:30 AM | 37 | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 20 | 0 | 8 | 183 | 1 | 0 | 423 |
| 8:45 AM | 21 | 0 | 10 | 0 | 2 | 1 | 1 | 0 | 2 | 160 | 16 | 0 | 11 | 159 | 1 | 0 | 384 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 289 | 4 | 134 | 0 | 5 | 1 | 5 | 0 | 4 | 1515 | 150 | 0 | 80 | 1655 | 7 | 0 | 3849 |
| **APPROACH %'s :** | 67.68% | 0.94% | 31.38% | 0.00% | 45.45% | 9.09% | 45.45% | 0.00% | 0.24% | 90.77% | 8.99% | 0.00% | 4.59% | 95.01% | 0.40% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 158 | 1 | 79 | 0 | 1 | 0 | 1 | 0 | 2 | 854 | 84 | 0 | 38 | 936 | 4 | 0 | 2158 |
| **PEAK HR FACTOR :** | 0.86 | 0.250 | 0.637 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.250 | 0.879 | 0.656 | 0.000 | 0.731 | 0.890 | 0.333 | 0.000 | 0.927 |
| | 0.804 | | | | 0.500 | | | | 0.855 | | | | 0.899 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 29 | 0 | 14 | 0 | 0 | 0 | 3 | 0 | 1 | 293 | 39 | 0 | 19 | 185 | 0 | 0 | 583 |
| 4:15 PM | 32 | 1 | 10 | 0 | 1 | 0 | 0 | 0 | 1 | 239 | 34 | 0 | 13 | 158 | 0 | 0 | 489 |
| 4:30 PM | 22 | 0 | 12 | 0 | 3 | 4 | 1 | 0 | 0 | 298 | 29 | 0 | 13 | 169 | 1 | 0 | 552 |
| 4:45 PM | 27 | 2 | 7 | 0 | 1 | 2 | 2 | 0 | 1 | 327 | 47 | 0 | 15 | 170 | 1 | 0 | 602 |
| 5:00 PM | 34 | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 310 | 43 | 0 | 10 | 186 | 1 | 0 | 597 |
| 5:15 PM | 38 | 0 | 8 | 0 | 1 | 1 | 1 | 0 | 0 | 271 | 35 | 0 | 7 | 205 | 0 | 0 | 567 |
| 5:30 PM | 20 | 0 | 15 | 0 | 0 | 0 | 1 | 0 | 2 | 297 | 37 | 0 | 17 | 153 | 0 | 0 | 542 |
| 5:45 PM | 21 | 1 | 13 | 0 | 0 | 0 | 2 | 0 | 0 | 248 | 33 | 0 | 14 | 168 | 0 | 0 | 500 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 223 | 4 | 91 | 0 | 6 | 8 | 10 | 0 | 5 | 2283 | 297 | 0 | 108 | 1394 | 3 | 0 | 4432 |
| **APPROACH %'s :** | 70.13% | 1.26% | 28.62% | 0.00% | 25.00% | 33.33% | 41.67% | 0.00% | 0.19% | 88.32% | 11.49% | 0.00% | 7.18% | 92.62% | 0.20% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 121 | 2 | 39 | 0 | 5 | 8 | 4 | 0 | 1 | 1206 | 154 | 0 | 45 | 730 | 3 | 0 | 2318 |
| **PEAK HR FACTOR :** | 0.80 | 0.250 | 0.813 | 0.000 | 0.417 | 0.500 | 0.500 | 0.000 | 0.250 | 0.922 | 0.819 | 0.000 | 0.750 | 0.890 | 0.750 | 0.000 | 0.963 |
| | 0.880 | | | | 0.531 | | | | 0.907 | | | | 0.917 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & N Lyon Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-008
**Date:** 5/8/2019

**HT**

| NS/EW Streets: | N Lyon Ave | | | | N Lyon Ave | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 3 | 0 | 0 | 17 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 9 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 8 | 0 | 0 | 1 | 6 | 0 | 0 | 17 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 4 | 0 | 0 | 16 |
| 8:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 1 | 4 | 0 | 0 | 15 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 6 | 0 | 0 | 15 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 14 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 11 | 0 | 0 | 15 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 63 | 4 | 0 | 2 | 44 | 0 | 0 | 118 |
| **APPROACH %'s :** | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | 33.33% | 66.67% | 0.00% | 0.00% | 94.03% | 5.97% | 0.00% | 4.35% | 95.65% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 38 | 1 | 0 | 1 | 16 | 0 | 0 | 59 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.792 | 0.250 | 0.000 | 0.250 | 0.667 | 0.000 | 0.000 | 0.868 |
| | 0.250 | | | | 0.250 | | | | 0.750 | | | | 0.607 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 7 | 0 | 0 | 16 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 6 | 0 | 0 | 12 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 10 |
| 4:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 11 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 11 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 5 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 9 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 1 | 6 | 0 | 0 | 15 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 34 | 8 | 0 | 1 | 35 | 0 | 0 | 89 |
| **APPROACH %'s :** | 66.67% | 33.33% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 8.70% | 73.91% | 17.39% | 0.00% | 2.78% | 97.22% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 15 | 3 | 0 | 0 | 12 | 0 | 0 | 37 |
| **PEAK HR FACTOR :** | 0.25 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.250 | 0.750 | 0.750 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.841 |
| | 0.250 | | | | 0.375 | | | | 0.833 | | | | 0.500 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & N Lyon Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-008
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | N Lyon Ave | | | | N Lyon Ave | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | 0.250 | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & N Lyon Ave
**City:** San Jacinto
**Project ID:** 19-06063-008
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| **NS/EW Streets:** | N Lyon Ave | | N Lyon Ave | | Ramona Expy | | Ramona Expy | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **07:00 AM - 08:00 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **04:30 PM - 05:30 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# Ramona Expy & N Lyon Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-008
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:30 PM - 05:30 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### N Lyon Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 2 | 1 | 1 | 0 | 7 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 7 | 8 | 5 | 0 | 9 | PM |

### Ramona Expy — EASTBOUND

| AM | NOON | PM | | |
|---|---|---|---|---|
| 1112 | 0 | 871 | ⇦ | |
| 0 | 0 | 0 | ↶ | 0 |
| 2 | 0 | 3 | ↱ | 1 |
| 892 | 0 | 1221 | → | 1 |
| 85 | 0 | 157 | ↳ | 0 |
| AM | NOON | PM | | |

### Ramona Expy — WESTBOUND

| PM | NOON | AM | | |
|---|---|---|---|---|
| 3 | 0 | 4 | ↰ | 0 |
| 742 | 0 | 952 | ← | 2 |
| 45 | 0 | 39 | ↰ | 1 |
| 0 | 0 | 0 | ↰ | 0 |
| 1265 | 0 | 973 | ⇨ | |
| PM | NOON | AM | | |

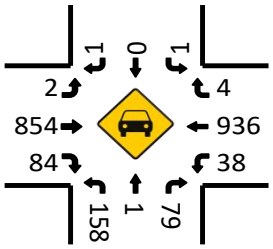
| | | | | |
|---|---|---|---|---|
| | 1 | 3 | 1 | 0 |
| | 0 | 1 | 3 | 1 |

| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 2217 AM | 0 NOON | 2355 PM |
| PHF | 0.93 | | 0.96 |

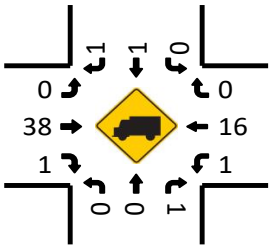
### N Lyon Ave — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 210 | 0 | 122 | 3 | 39 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 125 | 0 | 158 | 1 | 80 | AM |

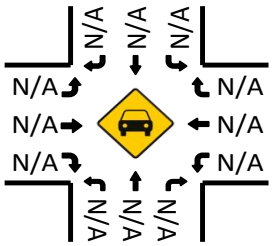
### Cars (AM)



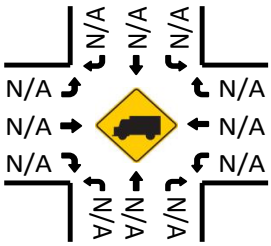

### HT (AM)



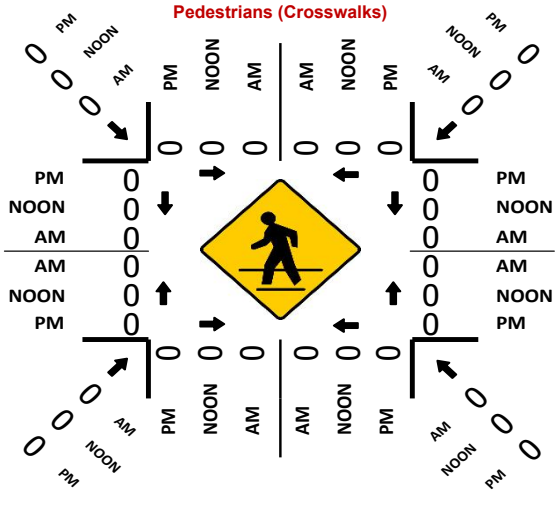

### Cars (NOON)



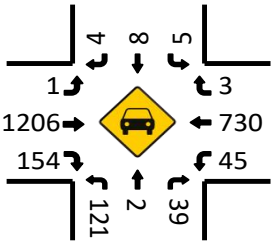

### HT (NOON)



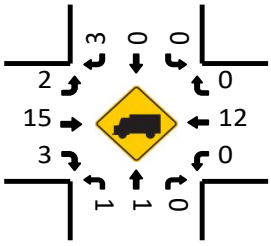

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Lyon Ave & Cottonwood Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-009
**Date:** 5/7/2019

## Total

| NS/EW Streets: | N Lyon Ave | | | | N Lyon Ave | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 7 | 45 | 7 | 0 | 3 | 23 | 12 | 0 | 31 | 93 | 3 | 1 | 5 | 52 | 7 | 0 | 289 |
| 7:15 AM | 4 | 32 | 10 | 0 | 6 | 28 | 31 | 0 | 24 | 104 | 6 | 0 | 4 | 86 | 1 | 0 | 336 |
| 7:30 AM | 5 | 48 | 8 | 0 | 2 | 31 | 23 | 0 | 18 | 91 | 2 | 0 | 9 | 85 | 1 | 0 | 323 |
| 7:45 AM | 7 | 39 | 9 | 0 | 3 | 40 | 26 | 0 | 31 | 79 | 15 | 0 | 9 | 69 | 8 | 0 | 335 |
| 8:00 AM | 4 | 35 | 11 | 0 | 4 | 41 | 39 | 0 | 13 | 59 | 5 | 0 | 4 | 65 | 2 | 0 | 282 |
| 8:15 AM | 10 | 50 | 4 | 0 | 4 | 27 | 27 | 0 | 16 | 59 | 6 | 0 | 4 | 58 | 2 | 0 | 267 |
| 8:30 AM | 11 | 34 | 8 | 0 | 4 | 35 | 18 | 0 | 18 | 47 | 9 | 0 | 8 | 71 | 7 | 0 | 270 |
| 8:45 AM | 4 | 25 | 6 | 0 | 1 | 29 | 16 | 0 | 7 | 52 | 6 | 0 | 5 | 36 | 3 | 0 | 190 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 52 | 308 | 63 | 0 | 27 | 254 | 192 | 0 | 158 | 584 | 52 | 1 | 48 | 522 | 31 | 0 | 2292 |
| **APPROACH %'s :** | 12.29% | 72.81% | 14.89% | 0.00% | 5.71% | 53.70% | 40.59% | 0.00% | 19.87% | 73.46% | 6.54% | 0.13% | 7.99% | 86.86% | 5.16% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 23 | 164 | 34 | 0 | 14 | 122 | 92 | 0 | 104 | 367 | 26 | 1 | 27 | 292 | 17 | 0 | 1283 |
| **PEAK HR FACTOR :** | 0.821 | 0.854 | 0.850 | 0.000 | 0.583 | 0.763 | 0.742 | 0.000 | 0.839 | 0.882 | 0.433 | 0.250 | 0.750 | 0.849 | 0.531 | 0.000 | 0.955 |
| | 0.906 | | | | 0.826 | | | | 0.929 | | | | 0.884 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 44 | 9 | 0 | 6 | 42 | 17 | 0 | 16 | 68 | 5 | 0 | 7 | 62 | 1 | 0 | 282 |
| 4:15 PM | 9 | 31 | 9 | 0 | 8 | 49 | 18 | 0 | 12 | 62 | 12 | 0 | 6 | 56 | 7 | 0 | 279 |
| 4:30 PM | 10 | 34 | 7 | 0 | 3 | 43 | 13 | 0 | 17 | 68 | 8 | 0 | 9 | 41 | 1 | 0 | 254 |
| 4:45 PM | 8 | 31 | 8 | 0 | 9 | 51 | 11 | 0 | 16 | 64 | 6 | 0 | 3 | 46 | 5 | 0 | 258 |
| 5:00 PM | 5 | 48 | 6 | 0 | 4 | 42 | 9 | 0 | 10 | 74 | 10 | 0 | 2 | 54 | 9 | 0 | 273 |
| 5:15 PM | 10 | 52 | 3 | 0 | 2 | 42 | 18 | 0 | 24 | 50 | 9 | 1 | 6 | 60 | 3 | 0 | 280 |
| 5:30 PM | 7 | 34 | 4 | 0 | 3 | 45 | 14 | 0 | 22 | 58 | 8 | 0 | 3 | 67 | 1 | 0 | 266 |
| 5:45 PM | 6 | 35 | 8 | 0 | 8 | 53 | 15 | 0 | 16 | 75 | 7 | 0 | 6 | 44 | 6 | 0 | 279 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 60 | 309 | 54 | 0 | 43 | 367 | 115 | 0 | 133 | 519 | 65 | 1 | 42 | 430 | 33 | 0 | 2171 |
| **APPROACH %'s :** | 14.18% | 73.05% | 12.77% | 0.00% | 8.19% | 69.90% | 21.90% | 0.00% | 18.52% | 72.28% | 9.05% | 0.14% | 8.32% | 85.15% | 6.53% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 28 | 169 | 21 | 0 | 17 | 182 | 56 | 0 | 72 | 257 | 34 | 1 | 17 | 225 | 19 | 0 | 1098 |
| **PEAK HR FACTOR :** | 0.700 | 0.813 | 0.656 | 0.000 | 0.531 | 0.858 | 0.778 | 0.000 | 0.750 | 0.857 | 0.850 | 0.250 | 0.708 | 0.840 | 0.528 | 0.000 | 0.980 |
| | 0.838 | | | | 0.839 | | | | 0.929 | | | | 0.919 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Lyon Ave & Cottonwood Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-009
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | N Lyon Ave | | | | N Lyon Ave | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 7 | 45 | 7 | 0 | 2 | 23 | 12 | 0 | 31 | 93 | 3 | 1 | 5 | 52 | 7 | 0 | 288 |
| 7:15 AM | 4 | 31 | 10 | 0 | 6 | 27 | 31 | 0 | 23 | 101 | 6 | 0 | 4 | 83 | 1 | 0 | 327 |
| 7:30 AM | 5 | 48 | 8 | 0 | 2 | 30 | 23 | 0 | 18 | 90 | 2 | 0 | 9 | 83 | 1 | 0 | 319 |
| 7:45 AM | 6 | 39 | 9 | 0 | 3 | 40 | 26 | 0 | 31 | 79 | 15 | 0 | 9 | 69 | 8 | 0 | 334 |
| 8:00 AM | 4 | 33 | 11 | 0 | 4 | 40 | 38 | 0 | 13 | 58 | 5 | 0 | 4 | 65 | 2 | 0 | 277 |
| 8:15 AM | 10 | 50 | 3 | 0 | 2 | 27 | 27 | 0 | 16 | 58 | 6 | 0 | 4 | 57 | 2 | 0 | 262 |
| 8:30 AM | 11 | 34 | 8 | 0 | 4 | 33 | 18 | 0 | 18 | 44 | 7 | 0 | 7 | 69 | 6 | 0 | 259 |
| 8:45 AM | 4 | 25 | 6 | 0 | 1 | 26 | 16 | 0 | 7 | 52 | 6 | 0 | 5 | 34 | 3 | 0 | 185 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 51 | 305 | 62 | 0 | 24 | 246 | 191 | 0 | 157 | 575 | 50 | 1 | 47 | 512 | 30 | 0 | 2251 |
| **APPROACH %'s :** | 12.20% | 72.97% | 14.83% | 0.00% | 5.21% | 53.36% | 41.43% | 0.00% | 20.05% | 73.44% | 6.39% | 0.13% | 7.98% | 86.93% | 5.09% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 22 | 163 | 34 | 0 | 13 | 120 | 92 | 0 | 103 | 363 | 26 | 1 | 27 | 287 | 17 | 0 | 1268 |
| **PEAK HR FACTOR :** | 0.79 | 0.849 | 0.850 | 0.000 | 0.542 | 0.750 | 0.742 | 0.000 | 0.831 | 0.899 | 0.433 | 0.250 | 0.750 | 0.864 | 0.531 | 0.000 | 0.949 |
| | 0.898 | | | | 0.815 | | | | 0.948 | | | | 0.890 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 44 | 9 | 0 | 6 | 41 | 17 | 0 | 16 | 68 | 5 | 0 | 6 | 62 | 1 | 0 | 280 |
| 4:15 PM | 9 | 31 | 9 | 0 | 8 | 45 | 17 | 0 | 12 | 60 | 11 | 0 | 6 | 53 | 6 | 0 | 267 |
| 4:30 PM | 10 | 32 | 7 | 0 | 3 | 43 | 13 | 0 | 17 | 67 | 8 | 0 | 7 | 41 | 1 | 0 | 249 |
| 4:45 PM | 8 | 31 | 8 | 0 | 9 | 50 | 11 | 0 | 16 | 64 | 6 | 0 | 3 | 46 | 5 | 0 | 257 |
| 5:00 PM | 4 | 48 | 5 | 0 | 4 | 42 | 9 | 0 | 10 | 74 | 10 | 0 | 2 | 54 | 9 | 0 | 271 |
| 5:15 PM | 10 | 52 | 3 | 0 | 2 | 42 | 18 | 0 | 24 | 50 | 9 | 1 | 6 | 60 | 3 | 0 | 280 |
| 5:30 PM | 7 | 34 | 4 | 0 | 3 | 44 | 14 | 0 | 22 | 57 | 8 | 0 | 3 | 66 | 1 | 0 | 263 |
| 5:45 PM | 6 | 35 | 8 | 0 | 8 | 53 | 15 | 0 | 16 | 74 | 7 | 0 | 6 | 44 | 6 | 0 | 278 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 59 | 307 | 53 | 0 | 43 | 360 | 114 | 0 | 133 | 514 | 64 | 1 | 39 | 426 | 32 | 0 | 2145 |
| **APPROACH %'s :** | 14.08% | 73.27% | 12.65% | 0.00% | 8.32% | 69.63% | 22.05% | 0.00% | 18.68% | 72.19% | 8.99% | 0.14% | 7.85% | 85.71% | 6.44% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 27 | 169 | 20 | 0 | 17 | 181 | 56 | 0 | 72 | 255 | 34 | 1 | 17 | 224 | 19 | 0 | 1092 |
| **PEAK HR FACTOR :** | 0.68 | 0.813 | 0.625 | 0.000 | 0.531 | 0.854 | 0.778 | 0.000 | 0.750 | 0.861 | 0.850 | 0.250 | 0.708 | 0.848 | 0.528 | 0.000 | 0.975 |
| | 0.831 | | | | 0.836 | | | | 0.933 | | | | 0.929 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Lyon Ave & Cottonwood Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-009
**Date:** 5/7/2019

**HT**

| **NS/EW Streets:** | N Lyon Ave | | | | N Lyon Ave | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 9 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:15 AM | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 2 | 1 | 0 | 11 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 3 | 1 | 0 | 3 | 8 | 1 | 0 | 1 | 9 | 2 | 0 | 1 | 10 | 1 | 0 | 41 |
| **APPROACH %'s :** | 20.00% | 60.00% | 20.00% | 0.00% | 25.00% | 66.67% | 8.33% | 0.00% | 8.33% | 75.00% | 16.67% | 0.00% | 8.33% | 83.33% | 8.33% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 15 |
| **PEAK HR FACTOR :** | 0.250 | 0.250 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.250 | 0.333 | 0.000 | 0.000 | 0.000 | 0.417 | 0.000 | 0.000 | 0.417 |
| | 0.500 | | | | 0.750 | | | | 0.313 | | | | 0.417 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 12 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 5 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 2 | 1 | 0 | 0 | 7 | 1 | 0 | 0 | 5 | 1 | 0 | 3 | 4 | 1 | 0 | 26 |
| **APPROACH %'s :** | 25.00% | 50.00% | 25.00% | 0.00% | 0.00% | 87.50% | 12.50% | 0.00% | 0.00% | 83.33% | 16.67% | 0.00% | 37.50% | 50.00% | 12.50% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.25 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 |
| | 0.250 | | | | 0.250 | | | | 0.500 | | | | 0.250 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Lyon Ave & Cottonwood Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-009
**Date:** 5/7/2019

**Bikes**

| NS/EW Streets: | N Lyon Ave | | | | N Lyon Ave | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **APPROACH %'s :** | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | | | | | | | | | | 0.500 | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| **APPROACH %'s :** | | | | | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | | | | | 0.250 | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Lyon Ave & Cottonwood Ave
**City:** San Jacinto
**Project ID:** 19-06063-009
**Date:** 5/7/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | N Lyon Ave | | N Lyon Ave | | Cottonwood Ave | | Cottonwood Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **APPROACH %'s :** | 100.00% | 0.00% | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.500 | | | | | | | | 0.500 |
| | 0.500 | | | | | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 100.00% | | | | | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# N Lyon Ave & Cottonwood Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-009
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 05:00 PM - 06:00 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### N Lyon Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 92 | 122 | 14 | 0 | 285 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 56 | 182 | 17 | 0 | 260 | PM |

### Cottonwood Ave — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 408 | 0 | 310 | |
| 1 | 0 | 1 | 0 |
| 104 | 0 | 72 | 1 |
| 367 | 0 | 257 | 1 |
| 26 | 0 | 34 | 0 |
| AM | NOON | PM | |

### CONTROL

4-Way Stop

| | | | |
|---|---|---|---|
| TEV | 1283 AM | 0 NOON | 1098 PM |
| PHF | 0.95 | | 0.98 |

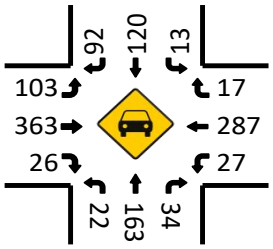
### WESTBOUND — Cottonwood Ave

| PM | NOON | AM | |
|---|---|---|---|
| 19 | 0 | 17 | 0 |
| 225 | 0 | 292 | 1 |
| 17 | 0 | 27 | 0 |
| 0 | 0 | 0 | 0 |
| 295 | 0 | 415 | |
| PM | NOON | AM | |

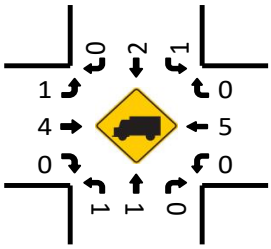
### N Lyon Ave — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 233 | 0 | 28 | 169 | 21 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 175 | 0 | 23 | 164 | 34 | AM |

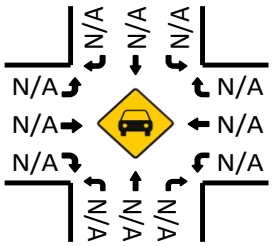
Cars (AM)



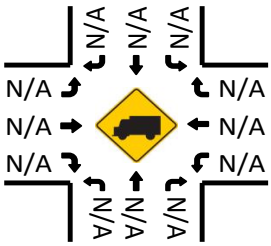

HT (AM)



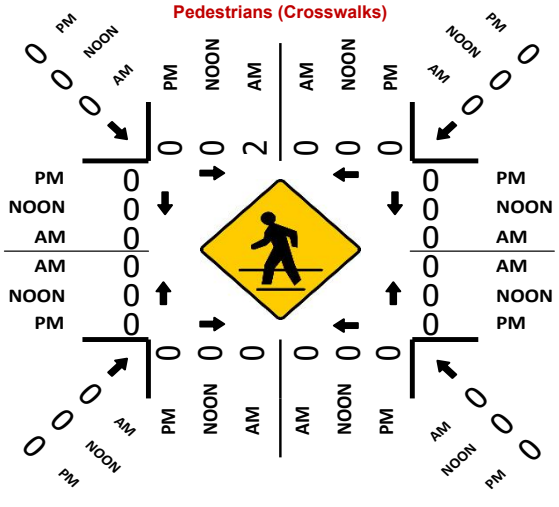

Cars (NOON)




HT (NOON)




Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
2
0
0
0
0
0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Lyon Ave & 7th St
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-010
**Date:** 5/7/2019

**Total**

| NS/EW Streets: | S Lyon Ave | | | | S Lyon Ave | | | | 7th St | | | | 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 0.5 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 9 | 46 | 17 | 0 | 12 | 20 | 3 | 0 | 1 | 56 | 4 | 0 | 10 | 52 | 6 | 0 | 236 |
| 7:15 AM | 5 | 34 | 12 | 0 | 5 | 30 | 3 | 0 | 1 | 57 | 5 | 0 | 14 | 65 | 5 | 0 | 236 |
| 7:30 AM | 6 | 40 | 13 | 0 | 5 | 29 | 3 | 0 | 4 | 59 | 3 | 0 | 4 | 63 | 8 | 0 | 237 |
| 7:45 AM | 11 | 41 | 19 | 0 | 11 | 52 | 2 | 0 | 8 | 78 | 3 | 0 | 11 | 72 | 6 | 0 | 314 |
| 8:00 AM | 10 | 38 | 4 | 0 | 9 | 39 | 4 | 0 | 1 | 44 | 2 | 0 | 10 | 70 | 9 | 0 | 240 |
| 8:15 AM | 4 | 52 | 11 | 0 | 7 | 33 | 0 | 0 | 2 | 54 | 9 | 0 | 7 | 61 | 7 | 0 | 247 |
| 8:30 AM | 9 | 41 | 9 | 0 | 9 | 39 | 5 | 0 | 1 | 57 | 6 | 0 | 5 | 52 | 10 | 0 | 243 |
| 8:45 AM | 8 | 29 | 17 | 0 | 2 | 34 | 5 | 0 | 0 | 50 | 7 | 0 | 15 | 58 | 7 | 0 | 232 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 62 | 321 | 102 | 0 | 60 | 276 | 25 | 0 | 18 | 455 | 39 | 0 | 76 | 493 | 58 | 0 | 1985 |
| **APPROACH %'s :** | 12.78% | 66.19% | 21.03% | 0.00% | 16.62% | 76.45% | 6.93% | 0.00% | 3.52% | 88.87% | 7.62% | 0.00% | 12.12% | 78.63% | 9.25% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 34 | 172 | 43 | 0 | 36 | 163 | 11 | 0 | 12 | 233 | 20 | 0 | 33 | 255 | 32 | 0 | 1044 |
| **PEAK HR FACTOR :** | 0.773 | 0.827 | 0.566 | 0.000 | 0.818 | 0.784 | 0.550 | 0.000 | 0.375 | 0.747 | 0.556 | 0.000 | 0.750 | 0.885 | 0.800 | 0.000 | 0.831 |
| | 0.877 | | | | 0.808 | | | | 0.744 | | | | 0.899 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 0.5 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 13 | 52 | 17 | 0 | 8 | 44 | 1 | 0 | 1 | 57 | 8 | 0 | 10 | 91 | 12 | 0 | 314 |
| 4:15 PM | 9 | 42 | 6 | 0 | 9 | 59 | 3 | 0 | 4 | 69 | 7 | 0 | 16 | 77 | 6 | 0 | 307 |
| 4:30 PM | 10 | 45 | 9 | 0 | 4 | 53 | 1 | 0 | 1 | 72 | 6 | 0 | 18 | 66 | 13 | 0 | 298 |
| 4:45 PM | 7 | 36 | 11 | 0 | 13 | 47 | 5 | 0 | 0 | 64 | 4 | 0 | 14 | 67 | 8 | 0 | 276 |
| 5:00 PM | 8 | 53 | 11 | 0 | 10 | 47 | 2 | 0 | 5 | 67 | 4 | 0 | 11 | 97 | 11 | 0 | 326 |
| 5:15 PM | 11 | 50 | 9 | 0 | 10 | 43 | 3 | 0 | 4 | 59 | 5 | 0 | 9 | 73 | 8 | 0 | 284 |
| 5:30 PM | 10 | 34 | 6 | 0 | 6 | 45 | 2 | 0 | 4 | 58 | 4 | 0 | 12 | 65 | 10 | 0 | 256 |
| 5:45 PM | 3 | 42 | 10 | 0 | 11 | 50 | 3 | 0 | 2 | 65 | 14 | 0 | 16 | 53 | 4 | 0 | 273 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 71 | 354 | 79 | 0 | 71 | 388 | 20 | 0 | 21 | 511 | 52 | 0 | 106 | 589 | 72 | 0 | 2334 |
| **APPROACH %'s :** | 14.09% | 70.24% | 15.67% | 0.00% | 14.82% | 81.00% | 4.18% | 0.00% | 3.60% | 87.50% | 8.90% | 0.00% | 13.82% | 76.79% | 9.39% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 34 | 176 | 37 | 0 | 36 | 206 | 11 | 0 | 10 | 272 | 21 | 0 | 59 | 307 | 38 | 0 | 1207 |
| **PEAK HR FACTOR :** | 0.850 | 0.830 | 0.841 | 0.000 | 0.692 | 0.873 | 0.550 | 0.000 | 0.500 | 0.944 | 0.750 | 0.000 | 0.819 | 0.791 | 0.731 | 0.000 | 0.926 |
| | 0.858 | | | | 0.891 | | | | 0.947 | | | | 0.849 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Lyon Ave & 7th St
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-010
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | S Lyon Ave | | | | S Lyon Ave | | | | 7th St | | | | 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 0.5 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 9 | 46 | 16 | 0 | 12 | 20 | 3 | 0 | 1 | 56 | 4 | 0 | 10 | 51 | 6 | 0 | 234 |
| 7:15 AM | 5 | 34 | 11 | 0 | 4 | 30 | 3 | 0 | 1 | 56 | 4 | 0 | 14 | 65 | 4 | 0 | 231 |
| 7:30 AM | 6 | 40 | 13 | 0 | 5 | 28 | 3 | 0 | 4 | 59 | 3 | 0 | 4 | 61 | 8 | 0 | 234 |
| 7:45 AM | 11 | 40 | 19 | 0 | 10 | 52 | 2 | 0 | 8 | 75 | 3 | 0 | 10 | 69 | 5 | 0 | 304 |
| 8:00 AM | 10 | 38 | 3 | 0 | 9 | 38 | 4 | 0 | 1 | 43 | 1 | 0 | 10 | 68 | 8 | 0 | 233 |
| 8:15 AM | 4 | 52 | 10 | 0 | 7 | 33 | 0 | 0 | 2 | 54 | 9 | 0 | 7 | 60 | 6 | 0 | 244 |
| 8:30 AM | 9 | 41 | 9 | 0 | 8 | 35 | 5 | 0 | 1 | 56 | 4 | 0 | 5 | 50 | 10 | 0 | 233 |
| 8:45 AM | 8 | 28 | 16 | 0 | 2 | 31 | 5 | 0 | 0 | 48 | 7 | 0 | 15 | 58 | 7 | 0 | 225 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 62 | 319 | 97 | 0 | 57 | 267 | 25 | 0 | 18 | 447 | 35 | 0 | 75 | 482 | 54 | 0 | 1938 |
| **APPROACH %'s :** | 12.97% | 66.74% | 20.29% | 0.00% | 16.33% | 76.50% | 7.16% | 0.00% | 3.60% | 89.40% | 7.00% | 0.00% | 12.27% | 78.89% | 8.84% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 34 | 171 | 41 | 0 | 34 | 158 | 11 | 0 | 12 | 228 | 17 | 0 | 32 | 247 | 29 | 0 | 1014 |
| **PEAK HR FACTOR :** | 0.77 | 0.822 | 0.539 | 0.000 | 0.850 | 0.760 | 0.550 | 0.000 | 0.375 | 0.760 | 0.472 | 0.000 | 0.800 | 0.895 | 0.725 | 0.000 | 0.834 |
| | 0.879 | | | | 0.793 | | | | 0.747 | | | | 0.895 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 0.5 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 13 | 52 | 17 | 0 | 8 | 42 | 1 | 0 | 1 | 57 | 7 | 0 | 10 | 90 | 11 | 0 | 309 |
| 4:15 PM | 9 | 42 | 6 | 0 | 9 | 55 | 3 | 0 | 4 | 68 | 7 | 0 | 15 | 75 | 6 | 0 | 299 |
| 4:30 PM | 10 | 45 | 9 | 0 | 4 | 52 | 1 | 0 | 1 | 72 | 6 | 0 | 18 | 65 | 11 | 0 | 294 |
| 4:45 PM | 7 | 36 | 10 | 0 | 13 | 46 | 5 | 0 | 0 | 63 | 4 | 0 | 14 | 65 | 8 | 0 | 271 |
| 5:00 PM | 8 | 52 | 11 | 0 | 10 | 46 | 1 | 0 | 5 | 66 | 4 | 0 | 11 | 97 | 10 | 0 | 321 |
| 5:15 PM | 11 | 50 | 9 | 0 | 10 | 43 | 3 | 0 | 4 | 59 | 5 | 0 | 9 | 72 | 8 | 0 | 283 |
| 5:30 PM | 10 | 34 | 6 | 0 | 6 | 44 | 2 | 0 | 4 | 58 | 4 | 0 | 12 | 64 | 10 | 0 | 254 |
| 5:45 PM | 3 | 42 | 10 | 0 | 11 | 50 | 3 | 0 | 2 | 65 | 14 | 0 | 15 | 53 | 4 | 0 | 272 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 71 | 353 | 78 | 0 | 71 | 378 | 19 | 0 | 21 | 508 | 51 | 0 | 104 | 581 | 68 | 0 | 2303 |
| **APPROACH %'s :** | 14.14% | 70.32% | 15.54% | 0.00% | 15.17% | 80.77% | 4.06% | 0.00% | 3.62% | 87.59% | 8.79% | 0.00% | 13.81% | 77.16% | 9.03% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 34 | 175 | 36 | 0 | 36 | 199 | 10 | 0 | 10 | 269 | 21 | 0 | 58 | 302 | 35 | 0 | 1185 |
| **PEAK HR FACTOR :** | 0.85 | 0.841 | 0.818 | 0.000 | 0.692 | 0.905 | 0.500 | 0.000 | 0.500 | 0.934 | 0.750 | 0.000 | 0.806 | 0.778 | 0.795 | 0.000 | 0.923 |
| | 0.863 | | | | 0.914 | | | | 0.949 | | | | 0.837 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Lyon Ave & 7th St
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-010
**Date:** 5/7/2019

**HT**

| **NS/EW Streets:** | S Lyon Ave | | | | S Lyon Ave | | | | 7th St | | | | 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 0.5 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 7:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 5 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 7:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 1 | 0 | 10 |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 7 |
| 8:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 10 |
| 8:45 AM | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 2 | 5 | 0 | 3 | 9 | 0 | 0 | 0 | 8 | 4 | 0 | 1 | 11 | 4 | 0 | 47 |
| **APPROACH %'s :** | 0.00% | 28.57% | 71.43% | 0.00% | 25.00% | 75.00% | 0.00% | 0.00% | 0.00% | 66.67% | 33.33% | 0.00% | 6.25% | 68.75% | 25.00% | 0.00% | |
| **PEAK HR :** | **07:45 AM - 08:45 AM** | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 2 | 0 | 2 | 5 | 0 | 0 | 0 | 5 | 3 | 0 | 1 | 8 | 3 | 0 | 30 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.500 | 0.000 | 0.500 | 0.313 | 0.000 | 0.000 | 0.000 | 0.417 | 0.375 | 0.000 | 0.250 | 0.667 | 0.750 | 0.000 | 0.750 |
| | | 0.750 | | | | 0.350 | | | | 0.667 | | | | 0.600 | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 0.5 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 5 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 8 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 4 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 1 | 0 | 0 | 10 | 1 | 0 | 0 | 3 | 1 | 0 | 2 | 8 | 4 | 0 | 31 |
| **APPROACH %'s :** | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | 90.91% | 9.09% | 0.00% | 0.00% | 75.00% | 25.00% | 0.00% | 14.29% | 57.14% | 28.57% | 0.00% | |
| **PEAK HR :** | **04:15 PM - 05:15 PM** | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 1 | 0 | 0 | 7 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 5 | 3 | 0 | 22 |
| **PEAK HR FACTOR :** | 0.00 | 0.250 | 0.250 | 0.000 | 0.000 | 0.438 | 0.250 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.250 | 0.625 | 0.375 | 0.000 | 0.688 |
| | | 0.500 | | | | 0.500 | | | | 0.750 | | | | 0.750 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Lyon Ave & 7th St
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-010
**Date:** 5/7/2019

## Bikes

| NS/EW Streets: | S Lyon Ave | | | | S Lyon Ave | | | | 7th St | | | | 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 0.5 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| **APPROACH %'s :** | | | | | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 0.5 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Lyon Ave & 7th St
**City:** San Jacinto
**Project ID:** 19-06063-010
**Date:** 5/7/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | S Lyon Ave | | S Lyon Ave | | 7th St | | 7th St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 0 | 2 | 1 | 0 | 2 | 0 | 6 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 2 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 10 |
| **APPROACH %'s :** | 50.00% | 50.00% | 0.00% | 100.00% | 100.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 1 | 0 | 2 | 1 | 0 | 3 | 0 | 9 |
| **PEAK HR FACTOR :** | 0.250 | 0.250 | | 0.250 | 0.250 | | 0.375 | | 0.375 |
| | 0.375 | | 0.250 | | 0.250 | | 0.375 | | |

Prepared by National Data & Surveying Services

# S Lyon Ave & 7th St

## Peak Hour Turning Movement Count

**ID:** 19-06063-010
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

| PEAK HOURS | |
|---|---|
| AM | 07:45 AM - 08:45 AM |
| NOON | NONE |
| PM | 04:15 PM - 05:15 PM |

| COUNT PERIODS | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### S Lyon Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 11 | 163 | 36 | 0 | 216 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 11 | 206 | 36 | 0 | 224 | PM |

### 7th St — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 300 | 0 | 352 | |
| 0 | 0 | 0 | 0 |
| 12 | 0 | 10 | 1 |
| 233 | 0 | 272 | 0.5 |
| 20 | 0 | 21 | 0.5 |

### 7th St — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 38 | 0 | 32 | 0 |
| 307 | 0 | 255 | 1 |
| 59 | 0 | 33 | 0 |
| 0 | 0 | 0 | 0 |
| 345 | 0 | 312 | |

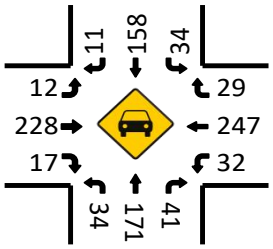
**CONTROL:** 4-Way Stop

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 1044 | 0 | 1207 |
| PHF | 0.83 | | 0.93 |

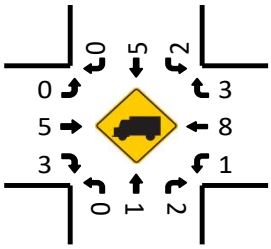
### S Lyon Ave — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 286 | 0 | 34 | 176 | 37 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 216 | 0 | 34 | 172 | 43 | AM |

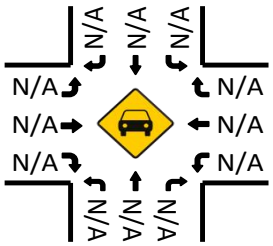
Cars (AM)



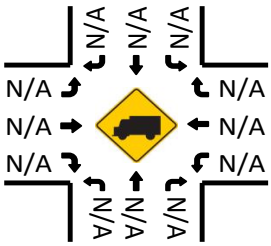

HT (AM)



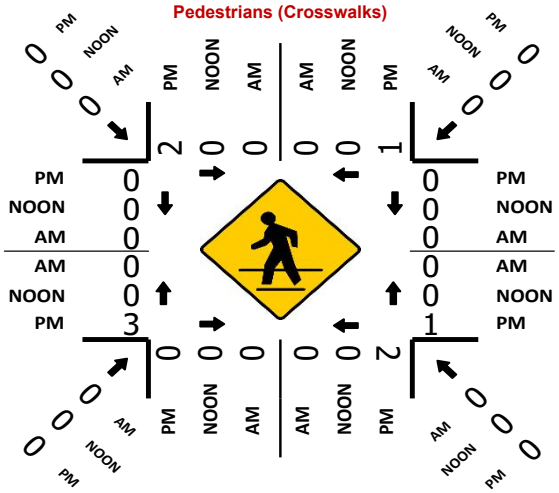

Cars (NOON)




HT (NOON)




Pedestrians (Crosswalks)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National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Lyon Ave & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-011
**Date:** 5/7/2019

**Total**

| NS/EW Streets: | Lyon Ave | | | | Lyon Ave | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 5 | 40 | 15 | 0 | 9 | 36 | 11 | 0 | 3 | 56 | 3 | 0 | 10 | 62 | 9 | 0 | 259 |
| 7:15 AM | 3 | 42 | 10 | 0 | 7 | 55 | 15 | 0 | 6 | 55 | 6 | 0 | 15 | 77 | 6 | 0 | 297 |
| 7:30 AM | 4 | 40 | 15 | 0 | 12 | 36 | 13 | 0 | 4 | 82 | 3 | 0 | 12 | 86 | 13 | 0 | 320 |
| 7:45 AM | 6 | 37 | 13 | 0 | 9 | 34 | 4 | 0 | 2 | 95 | 5 | 0 | 11 | 76 | 14 | 0 | 306 |
| 8:00 AM | 4 | 30 | 7 | 0 | 14 | 34 | 7 | 0 | 8 | 89 | 3 | 0 | 10 | 68 | 17 | 0 | 291 |
| 8:15 AM | 5 | 35 | 10 | 0 | 8 | 50 | 11 | 0 | 9 | 80 | 3 | 0 | 11 | 74 | 11 | 0 | 307 |
| 8:30 AM | 2 | 36 | 11 | 0 | 8 | 43 | 11 | 0 | 1 | 63 | 4 | 0 | 12 | 102 | 16 | 0 | 309 |
| 8:45 AM | 2 | 31 | 9 | 0 | 10 | 44 | 8 | 0 | 7 | 77 | 1 | 0 | 18 | 77 | 1 | 0 | 285 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 31 | 291 | 90 | 0 | 77 | 332 | 80 | 0 | 40 | 597 | 28 | 0 | 99 | 622 | 87 | 0 | 2374 |
| **APPROACH %'s :** | 7.52% | 70.63% | 21.84% | 0.00% | 15.75% | 67.89% | 16.36% | 0.00% | 6.02% | 89.77% | 4.21% | 0.00% | 12.25% | 76.98% | 10.77% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 19 | 142 | 45 | 0 | 43 | 154 | 35 | 0 | 23 | 346 | 14 | 0 | 44 | 304 | 55 | 0 | 1224 |
| **PEAK HR FACTOR :** | 0.792 | 0.888 | 0.750 | 0.000 | 0.768 | 0.770 | 0.673 | 0.000 | 0.639 | 0.911 | 0.700 | 0.000 | 0.917 | 0.884 | 0.809 | 0.000 | 0.956 |
| | 0.873 | | | | 0.841 | | | | 0.939 | | | | 0.908 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 3 | 46 | 17 | 0 | 19 | 56 | 10 | 0 | 13 | 112 | 3 | 0 | 18 | 88 | 16 | 0 | 401 |
| 4:15 PM | 6 | 39 | 28 | 0 | 9 | 65 | 4 | 0 | 1 | 89 | 5 | 0 | 24 | 78 | 19 | 0 | 367 |
| 4:30 PM | 4 | 47 | 26 | 0 | 8 | 56 | 3 | 0 | 6 | 97 | 11 | 0 | 15 | 100 | 18 | 0 | 391 |
| 4:45 PM | 4 | 62 | 11 | 0 | 8 | 56 | 7 | 0 | 5 | 105 | 5 | 0 | 13 | 86 | 11 | 0 | 373 |
| 5:00 PM | 9 | 50 | 15 | 0 | 12 | 45 | 6 | 0 | 4 | 83 | 4 | 0 | 15 | 91 | 15 | 0 | 349 |
| 5:15 PM | 11 | 47 | 19 | 0 | 10 | 51 | 14 | 0 | 10 | 110 | 7 | 0 | 22 | 91 | 20 | 0 | 412 |
| 5:30 PM | 8 | 46 | 12 | 0 | 18 | 60 | 1 | 0 | 2 | 105 | 8 | 0 | 18 | 92 | 16 | 0 | 386 |
| 5:45 PM | 5 | 34 | 26 | 0 | 7 | 44 | 12 | 0 | 9 | 95 | 3 | 0 | 14 | 102 | 15 | 0 | 366 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 50 | 371 | 154 | 0 | 91 | 433 | 57 | 0 | 50 | 796 | 46 | 0 | 139 | 728 | 130 | 0 | 3045 |
| **APPROACH %'s :** | 8.70% | 64.52% | 26.78% | 0.00% | 15.66% | 74.53% | 9.81% | 0.00% | 5.61% | 89.24% | 5.16% | 0.00% | 13.94% | 73.02% | 13.04% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 17 | 194 | 82 | 0 | 44 | 233 | 24 | 0 | 25 | 403 | 24 | 0 | 70 | 352 | 64 | 0 | 1532 |
| **PEAK HR FACTOR :** | 0.708 | 0.782 | 0.732 | 0.000 | 0.579 | 0.896 | 0.600 | 0.000 | 0.481 | 0.900 | 0.545 | 0.000 | 0.729 | 0.880 | 0.842 | 0.000 | 0.955 |
| | 0.951 | | | | 0.885 | | | | 0.883 | | | | 0.914 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Lyon Ave & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-011
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | Lyon Ave | | | | Lyon Ave | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 5 | 40 | 14 | 0 | 9 | 36 | 11 | 0 | 3 | 53 | 3 | 0 | 10 | 60 | 9 | 0 | 253 |
| 7:15 AM | 2 | 42 | 10 | 0 | 7 | 54 | 15 | 0 | 5 | 54 | 6 | 0 | 15 | 75 | 6 | 0 | 291 |
| 7:30 AM | 4 | 40 | 15 | 0 | 12 | 36 | 13 | 0 | 4 | 82 | 3 | 0 | 12 | 86 | 13 | 0 | 320 |
| 7:45 AM | 6 | 36 | 13 | 0 | 9 | 34 | 4 | 0 | 2 | 93 | 5 | 0 | 11 | 74 | 14 | 0 | 301 |
| 8:00 AM | 4 | 30 | 7 | 0 | 13 | 34 | 6 | 0 | 7 | 88 | 3 | 0 | 10 | 68 | 17 | 0 | 287 |
| 8:15 AM | 5 | 35 | 10 | 0 | 8 | 49 | 11 | 0 | 9 | 77 | 3 | 0 | 11 | 71 | 11 | 0 | 300 |
| 8:30 AM | 2 | 36 | 11 | 0 | 8 | 40 | 10 | 0 | 1 | 62 | 4 | 0 | 12 | 98 | 16 | 0 | 300 |
| 8:45 AM | 2 | 29 | 9 | 0 | 10 | 38 | 8 | 0 | 7 | 75 | 1 | 0 | 17 | 75 | 1 | 0 | 272 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 30 | 288 | 89 | 0 | 76 | 321 | 78 | 0 | 38 | 584 | 28 | 0 | 98 | 607 | 87 | 0 | 2324 |
| **APPROACH %'s :** | 7.37% | 70.76% | 21.87% | 0.00% | 16.00% | 67.58% | 16.42% | 0.00% | 5.85% | 89.85% | 4.31% | 0.00% | 12.37% | 76.64% | 10.98% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 19 | 141 | 45 | 0 | 42 | 153 | 34 | 0 | 22 | 340 | 14 | 0 | 44 | 299 | 55 | 0 | 1208 |
| **PEAK HR FACTOR :** | 0.79 | 0.881 | 0.750 | 0.000 | 0.808 | 0.781 | 0.654 | 0.000 | 0.611 | 0.914 | 0.700 | 0.000 | 0.917 | 0.869 | 0.809 | 0.000 | 0.944 |
| | 0.869 | | | | 0.842 | | | | 0.940 | | | | 0.896 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 3 | 46 | 16 | 0 | 19 | 52 | 10 | 0 | 13 | 111 | 3 | 0 | 18 | 86 | 16 | 0 | 393 |
| 4:15 PM | 6 | 39 | 28 | 0 | 9 | 63 | 3 | 0 | 1 | 89 | 5 | 0 | 23 | 78 | 17 | 0 | 361 |
| 4:30 PM | 4 | 46 | 26 | 0 | 8 | 56 | 3 | 0 | 6 | 96 | 11 | 0 | 15 | 99 | 18 | 0 | 388 |
| 4:45 PM | 4 | 62 | 10 | 0 | 8 | 53 | 7 | 0 | 5 | 103 | 5 | 0 | 13 | 85 | 11 | 0 | 366 |
| 5:00 PM | 9 | 50 | 15 | 0 | 12 | 45 | 6 | 0 | 4 | 83 | 4 | 0 | 15 | 91 | 15 | 0 | 349 |
| 5:15 PM | 11 | 47 | 19 | 0 | 10 | 51 | 14 | 0 | 9 | 109 | 7 | 0 | 22 | 91 | 20 | 0 | 410 |
| 5:30 PM | 8 | 46 | 11 | 0 | 18 | 59 | 1 | 0 | 2 | 105 | 8 | 0 | 18 | 91 | 16 | 0 | 383 |
| 5:45 PM | 5 | 34 | 26 | 0 | 7 | 44 | 12 | 0 | 9 | 95 | 3 | 0 | 14 | 102 | 15 | 0 | 366 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 50 | 370 | 151 | 0 | 91 | 423 | 56 | 0 | 49 | 791 | 46 | 0 | 138 | 723 | 128 | 0 | 3016 |
| **APPROACH %'s :** | 8.76% | 64.80% | 26.44% | 0.00% | 15.96% | 74.21% | 9.82% | 0.00% | 5.53% | 89.28% | 5.19% | 0.00% | 13.95% | 73.10% | 12.94% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 17 | 193 | 80 | 0 | 44 | 224 | 23 | 0 | 25 | 399 | 24 | 0 | 69 | 348 | 62 | 0 | 1508 |
| **PEAK HR FACTOR :** | 0.71 | 0.778 | 0.714 | 0.000 | 0.579 | 0.889 | 0.575 | 0.000 | 0.481 | 0.899 | 0.545 | 0.000 | 0.750 | 0.879 | 0.861 | 0.000 | 0.959 |
| | 0.954 | | | | 0.898 | | | | 0.882 | | | | 0.907 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Lyon Ave & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-011
**Date:** 5/7/2019

**HT**

| **NS/EW Streets:** | Lyon Ave | | | | Lyon Ave | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| 7:15 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 8:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 7 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 9 |
| 8:45 AM | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 13 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 3 | 1 | 0 | 1 | 11 | 2 | 0 | 2 | 13 | 0 | 0 | 1 | 15 | 0 | 0 | 50 |
| **APPROACH %'s :** | 20.00% | 60.00% | 20.00% | 0.00% | 7.14% | 78.57% | 14.29% | 0.00% | 13.33% | 86.67% | 0.00% | 0.00% | 6.25% | 93.75% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 5 | 0 | 0 | 16 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.000 | 0.417 | 0.000 | 0.000 | 0.571 |
| | 0.250 | | | | 0.375 | | | | 0.583 | | | | 0.417 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 8 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 6 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 3 | 0 | 0 | 10 | 1 | 0 | 1 | 5 | 0 | 0 | 1 | 5 | 2 | 0 | 29 |
| **APPROACH %'s :** | 0.00% | 25.00% | 75.00% | 0.00% | 0.00% | 90.91% | 9.09% | 0.00% | 16.67% | 83.33% | 0.00% | 0.00% | 12.50% | 62.50% | 25.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 2 | 0 | 0 | 9 | 1 | 0 | 0 | 4 | 0 | 0 | 1 | 4 | 2 | 0 | 24 |
| **PEAK HR FACTOR :** | 0.00 | 0.250 | 0.500 | 0.000 | 0.000 | 0.563 | 0.250 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.250 | 0.500 | 0.250 | 0.000 | 0.750 |
| | 0.750 | | | | 0.625 | | | | 0.500 | | | | 0.583 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Lyon Ave & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-011
**Date:** 5/7/2019

## Bikes

| NS/EW Streets: | Lyon Ave | | | | Lyon Ave | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | | | | | 0.250 | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Lyon Ave & W Esplanade Ave
**City:** San Jacinto
**Project ID:** 19-06063-011
**Date:** 5/7/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Lyon Ave | | Lyon Ave | | W Esplanade Ave | | W Esplanade Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 0.00% | 100.00% | | | | | | | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 100.00% | 0.00% | | | | | | | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.250 | | | | | | | | 0.250 |
| | 0.250 | | | | | | | | |

Prepared by National Data & Surveying Services

# Lyon Ave & W Esplanade Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-011
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

**PEAK HOURS**

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### Lyon Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 35 | 154 | 43 | 0 | 220 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 24 | 233 | 44 | 0 | 283 | PM |

### W Esplanade Ave — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 358 | 0 | 393 | |
| 0 | 0 | 0 | 0 |
| 23 | 0 | 25 | 1 |
| 346 | 0 | 403 | 1 |
| 14 | 0 | 24 | 1 |

### W Esplanade Ave — WESTBOUND

| | PM | NOON | AM |
|---|---|---|---|
| 1 | 64 | 0 | 55 |
| 1 | 352 | 0 | 304 |
| 1 | 70 | 0 | 44 |
| 0 | 0 | 0 | 0 |
| | 529 | 0 | 434 |

### Lyon Ave — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 327 | 0 | 17 | 194 | 82 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 212 | 0 | 19 | 142 | 45 | AM |

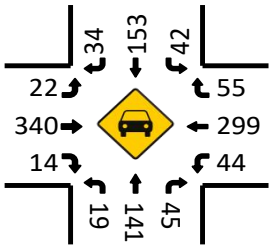
| | | | |
|---|---|---|---|
| 0 | 1 | 1 | 1 |

| | | | |
|---|---|---|---|
| 1 | 1 | 1 | 0 |

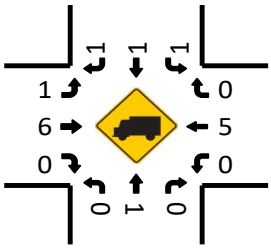
**CONTROL:** Signalized

| | | | |
|---|---|---|---|
| TEV | 1224 | 0 | 1532 |
| | AM | NOON | PM |
| PHF | 0.96 | | 0.96 |

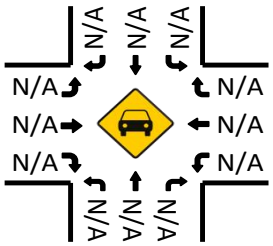
### Cars (AM)



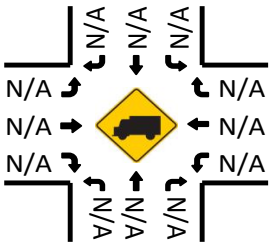

### HT (AM)



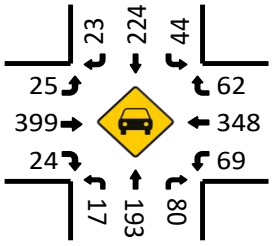

### Cars (NOON)



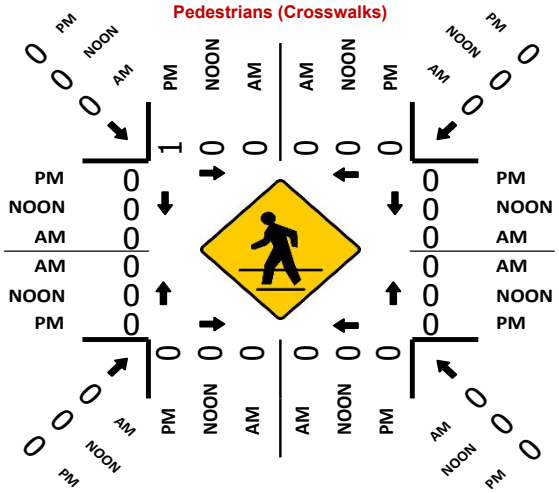

### HT (NOON)



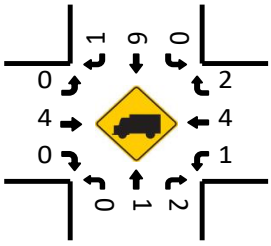

### Cars (PM)




### Pedestrians (Crosswalks)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Sagecrest Dr/College Entrance
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-012
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | State St | | | | State St | | | | Sagecrest Dr/College Entrance | | | | Sagecrest Dr/College Entrance | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 14 | 147 | 17 | 0 | 2 | 68 | 6 | 0 | 6 | 1 | 25 | 0 | 4 | 1 | 0 | 0 | 291 |
| 7:15 AM | 26 | 135 | 26 | 0 | 5 | 55 | 2 | 0 | 5 | 3 | 17 | 0 | 6 | 0 | 1 | 0 | 281 |
| 7:30 AM | 27 | 155 | 40 | 0 | 8 | 67 | 5 | 0 | 5 | 2 | 26 | 0 | 8 | 0 | 1 | 0 | 344 |
| 7:45 AM | 32 | 113 | 95 | 0 | 20 | 53 | 6 | 0 | 10 | 3 | 32 | 0 | 7 | 1 | 3 | 0 | 375 |
| 8:00 AM | 35 | 93 | 67 | 0 | 10 | 53 | 6 | 0 | 8 | 3 | 27 | 0 | 11 | 1 | 3 | 0 | 317 |
| 8:15 AM | 37 | 92 | 27 | 0 | 6 | 49 | 17 | 0 | 19 | 3 | 47 | 0 | 7 | 1 | 0 | 0 | 305 |
| 8:30 AM | 37 | 82 | 21 | 0 | 6 | 38 | 13 | 0 | 8 | 0 | 53 | 0 | 3 | 0 | 1 | 0 | 262 |
| 8:45 AM | 15 | 89 | 38 | 0 | 5 | 60 | 5 | 0 | 8 | 0 | 31 | 0 | 13 | 1 | 1 | 0 | 266 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 223 | 906 | 331 | 0 | 62 | 443 | 60 | 0 | 69 | 15 | 258 | 0 | 59 | 5 | 10 | 0 | 2441 |
| **APPROACH %'s :** | 15.27% | 62.05% | 22.67% | 0.00% | 10.97% | 78.41% | 10.62% | 0.00% | 20.18% | 4.39% | 75.44% | 0.00% | 79.73% | 6.76% | 13.51% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 131 | 453 | 229 | 0 | 44 | 222 | 34 | 0 | 42 | 11 | 132 | 0 | 33 | 3 | 7 | 0 | 1341 |
| **PEAK HR FACTOR :** | 0.885 | 0.731 | 0.603 | 0.000 | 0.550 | 0.828 | 0.500 | 0.000 | 0.553 | 0.917 | 0.702 | 0.000 | 0.750 | 0.750 | 0.583 | 0.000 | 0.894 |
| | 0.847 | | | | 0.938 | | | | 0.670 | | | | 0.717 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 18 | 94 | 19 | 0 | 2 | 133 | 4 | 0 | 0 | 1 | 15 | 0 | 23 | 1 | 10 | 0 | 320 |
| 4:15 PM | 16 | 110 | 12 | 0 | 1 | 125 | 3 | 0 | 6 | 2 | 11 | 0 | 27 | 1 | 5 | 0 | 319 |
| 4:30 PM | 8 | 97 | 12 | 0 | 4 | 120 | 4 | 0 | 0 | 0 | 14 | 0 | 25 | 1 | 9 | 0 | 294 |
| 4:45 PM | 12 | 105 | 22 | 0 | 4 | 142 | 2 | 0 | 4 | 0 | 13 | 0 | 22 | 4 | 4 | 0 | 334 |
| 5:00 PM | 26 | 88 | 17 | 0 | 1 | 120 | 15 | 0 | 2 | 2 | 9 | 0 | 40 | 1 | 12 | 0 | 333 |
| 5:15 PM | 40 | 123 | 17 | 0 | 1 | 136 | 10 | 0 | 5 | 1 | 8 | 0 | 15 | 1 | 4 | 0 | 361 |
| 5:30 PM | 18 | 75 | 32 | 0 | 2 | 127 | 11 | 0 | 5 | 3 | 21 | 0 | 28 | 0 | 11 | 0 | 333 |
| 5:45 PM | 22 | 65 | 49 | 0 | 7 | 111 | 8 | 0 | 2 | 1 | 16 | 0 | 32 | 2 | 11 | 0 | 326 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 160 | 757 | 180 | 0 | 22 | 1014 | 57 | 0 | 24 | 10 | 107 | 0 | 212 | 11 | 66 | 0 | 2620 |
| **APPROACH %'s :** | 14.59% | 69.01% | 16.41% | 0.00% | 2.01% | 92.77% | 5.22% | 0.00% | 17.02% | 7.09% | 75.89% | 0.00% | 73.36% | 3.81% | 22.84% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 96 | 391 | 88 | 0 | 8 | 525 | 38 | 0 | 16 | 6 | 51 | 0 | 105 | 6 | 31 | 0 | 1361 |
| **PEAK HR FACTOR :** | 0.600 | 0.795 | 0.688 | 0.000 | 0.500 | 0.924 | 0.633 | 0.000 | 0.800 | 0.500 | 0.607 | 0.000 | 0.656 | 0.375 | 0.646 | 0.000 | 0.943 |
| | 0.799 | | | | 0.965 | | | | 0.629 | | | | 0.670 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Sagecrest Dr/College Entrance
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-012
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | State St | | | | State St | | | | Sagecrest Dr/College Entrance | | | | Sagecrest Dr/College Entrance | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 14 | 144 | 17 | 0 | 2 | 66 | 6 | 0 | 5 | 1 | 24 | 0 | 3 | 1 | 0 | 0 | 283 |
| 7:15 AM | 26 | 133 | 25 | 0 | 4 | 51 | 2 | 0 | 5 | 3 | 17 | 0 | 5 | 0 | 1 | 0 | 272 |
| 7:30 AM | 27 | 154 | 39 | 0 | 8 | 67 | 5 | 0 | 5 | 2 | 26 | 0 | 8 | 0 | 0 | 0 | 341 |
| 7:45 AM | 32 | 111 | 95 | 0 | 20 | 51 | 5 | 0 | 10 | 3 | 32 | 0 | 6 | 1 | 3 | 0 | 369 |
| 8:00 AM | 35 | 91 | 66 | 0 | 10 | 50 | 5 | 0 | 8 | 3 | 27 | 0 | 11 | 1 | 3 | 0 | 310 |
| 8:15 AM | 37 | 90 | 27 | 0 | 5 | 48 | 17 | 0 | 19 | 3 | 46 | 0 | 6 | 1 | 0 | 0 | 299 |
| 8:30 AM | 36 | 80 | 19 | 0 | 6 | 36 | 13 | 0 | 8 | 0 | 53 | 0 | 2 | 0 | 0 | 0 | 253 |
| 8:45 AM | 13 | 86 | 38 | 0 | 5 | 60 | 5 | 0 | 8 | 0 | 30 | 0 | 12 | 1 | 1 | 0 | 259 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 220 | 889 | 326 | 0 | 60 | 429 | 58 | 0 | 68 | 15 | 255 | 0 | 53 | 5 | 8 | 0 | 2386 |
| **APPROACH %'s :** | 15.33% | 61.95% | 22.72% | 0.00% | 10.97% | 78.43% | 10.60% | 0.00% | 20.12% | 4.44% | 75.44% | 0.00% | 80.30% | 7.58% | 12.12% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 131 | 446 | 227 | 0 | 43 | 216 | 32 | 0 | 42 | 11 | 131 | 0 | 31 | 3 | 6 | 0 | 1319 |
| **PEAK HR FACTOR :** | 0.89 | 0.724 | 0.597 | 0.000 | 0.538 | 0.806 | 0.471 | 0.000 | 0.553 | 0.917 | 0.712 | 0.000 | 0.705 | 0.750 | 0.500 | 0.000 | 0.894 |
| | 0.845 | | | | 0.909 | | | | 0.676 | | | | 0.667 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 17 | 93 | 17 | 0 | 2 | 132 | 4 | 0 | 0 | 1 | 14 | 0 | 22 | 1 | 10 | 0 | 313 |
| 4:15 PM | 16 | 109 | 12 | 0 | 0 | 124 | 3 | 0 | 6 | 2 | 11 | 0 | 27 | 1 | 4 | 0 | 315 |
| 4:30 PM | 8 | 93 | 11 | 0 | 4 | 119 | 4 | 0 | 0 | 0 | 14 | 0 | 24 | 1 | 8 | 0 | 286 |
| 4:45 PM | 12 | 102 | 20 | 0 | 4 | 142 | 2 | 0 | 4 | 0 | 13 | 0 | 22 | 4 | 4 | 0 | 329 |
| 5:00 PM | 26 | 88 | 17 | 0 | 1 | 119 | 15 | 0 | 2 | 2 | 9 | 0 | 38 | 1 | 12 | 0 | 330 |
| 5:15 PM | 40 | 121 | 17 | 0 | 1 | 133 | 10 | 0 | 5 | 1 | 8 | 0 | 15 | 1 | 4 | 0 | 356 |
| 5:30 PM | 18 | 72 | 31 | 0 | 1 | 127 | 11 | 0 | 5 | 3 | 21 | 0 | 27 | 0 | 11 | 0 | 327 |
| 5:45 PM | 22 | 63 | 46 | 0 | 7 | 111 | 8 | 0 | 2 | 1 | 16 | 0 | 31 | 2 | 10 | 0 | 319 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 159 | 741 | 171 | 0 | 20 | 1007 | 57 | 0 | 24 | 10 | 106 | 0 | 206 | 11 | 63 | 0 | 2575 |
| **APPROACH %'s :** | 14.85% | 69.19% | 15.97% | 0.00% | 1.85% | 92.90% | 5.26% | 0.00% | 17.14% | 7.14% | 75.71% | 0.00% | 73.57% | 3.93% | 22.50% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 96 | 383 | 85 | 0 | 7 | 521 | 38 | 0 | 16 | 6 | 51 | 0 | 102 | 6 | 31 | 0 | 1342 |
| **PEAK HR FACTOR :** | 0.60 | 0.791 | 0.685 | 0.000 | 0.438 | 0.917 | 0.633 | 0.000 | 0.800 | 0.500 | 0.607 | 0.000 | 0.671 | 0.375 | 0.646 | 0.000 | 0.942 |
| | 0.792 | | | | 0.956 | | | | 0.629 | | | | 0.681 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Sagecrest Dr/College Entrance
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-012
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | State St | | | | State St | | | | Sagecrest Dr/College Entrance | | | | Sagecrest Dr/College Entrance | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 8 |
| 7:15 AM | 0 | 2 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| 7:30 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 7:45 AM | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 8:00 AM | 0 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:15 AM | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| 8:30 AM | 1 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 9 |
| 8:45 AM | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 7 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 17 | 5 | 0 | 2 | 14 | 2 | 0 | 1 | 0 | 3 | 0 | 6 | 0 | 2 | 0 | 55 |
| **APPROACH %'s :** | 12.00% | 68.00% | 20.00% | 0.00% | 11.11% | 77.78% | 11.11% | 0.00% | 25.00% | 0.00% | 75.00% | 0.00% | 75.00% | 0.00% | 25.00% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 7 | 2 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 22 |
| **PEAK HR FACTOR :** | 0.000 | 0.875 | 0.500 | 0.000 | 0.250 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.500 | 0.000 | 0.250 | 0.000 | 0.786 |
| | 0.750 | | | | 0.563 | | | | 0.250 | | | | 0.750 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 7 |
| 4:15 PM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 4:30 PM | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 8 |
| 4:45 PM | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:30 PM | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 5:45 PM | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 7 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 16 | 9 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 3 | 0 | 45 |
| **APPROACH %'s :** | 3.85% | 61.54% | 34.62% | 0.00% | 22.22% | 77.78% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 66.67% | 0.00% | 33.33% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 8 | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 19 |
| **PEAK HR FACTOR :** | 0.00 | 0.667 | 0.375 | 0.000 | 0.250 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.792 |
| | 0.550 | | | | 0.417 | | | | | | | | 0.375 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Sagecrest Dr/College Entrance
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-012
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | State St | | | | State St | | | | Sagecrest Dr/College Entrance | | | | Sagecrest Dr/College Entrance | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 0.00% | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| **PEAK HR FACTOR :** | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 |
| | 0.750 | | | | | | | | | | | | 0.250 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 33.33% | 66.67% | 0.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.00 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | 0.250 | | | | | | | | | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Sagecrest Dr/College Entrance **Project ID:** 19-06063-012
**City:** San Jacinto **Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | State St | | State St | | Sagecrest Dr/College Entrance | | Sagecrest Dr/College Entrance | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 4 | 3 | 0 | 4 | 0 | 0 | 11 |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 5 |
| 8:30 AM | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 4 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 8 | 11 | 0 | 4 | 0 | 0 | 23 |
| **APPROACH %'s :** | | | 42.11% | 57.89% | 0.00% | 100.00% | | | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 7 | 7 | 0 | 4 | 0 | 0 | 18 |
| **PEAK HR FACTOR :** | | | 0.438 | 0.438 | | 0.250 | | | 0.409 |
| | | | 0.500 | | 0.250 | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 4 |
| 4:30 PM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 6 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 3 | 8 | 4 | 3 | 0 | 0 | 18 |
| **APPROACH %'s :** | | | 27.27% | 72.73% | 57.14% | 42.86% | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | | | | 0.250 | 0.500 | | | | 0.375 |
| | | | 0.250 | | 0.500 | | | | |

Prepared by National Data & Surveying Services

# State St & Sagecrest Dr/College Entrance

## Peak Hour Turning Movement Count

**ID:** 19-06063-012
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

| PEAK HOURS | COUNT PERIODS |
|---|---|
| 07:30 AM - 08:30 AM | 07:00 AM - 09:00 AM |
| NONE | NONE |
| 04:45 PM - 05:45 PM | 04:00 PM - 06:00 PM |

### State St — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 34 | 222 | 44 | 0 | 502 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 38 | 525 | 8 | 0 | 438 | PM |

### Sagecrest Dr/College Entrance — EASTBOUND

| AM | NOON | PM | | |
|---|---|---|---|---|
| 168 | 0 | 140 | | |
| 0 | 0 | 0 | 0 | |
| 42 | 0 | 16 | 0 | |
| 11 | 0 | 6 | 1 | |
| 132 | 0 | 51 | 0 | |
| AM | NOON | PM | | |

### Sagecrest Dr/College Entrance — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 31 | 0 | 7 | 0 |
| 6 | 0 | 3 | 2 |
| 105 | 0 | 33 | 0 |
| 0 | 0 | 0 | 0 |
| 102 | 0 | 284 | |
| PM | NOON | AM | |

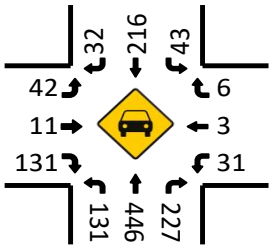
### State St — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 681 | 0 | 96 | 391 | 88 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 387 | 0 | 131 | 453 | 229 | AM |

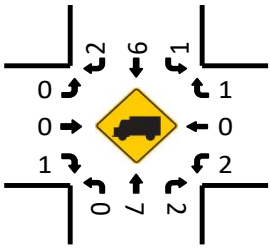
| | | | | |
|---|---|---|---|---|
| | 1 | 1 | 1 | 0 |
| | 0 | 1 | 1 | 1 |

| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 1341 AM | 0 NOON | 1361 PM |
| PHF | 0.89 | | 0.94 |

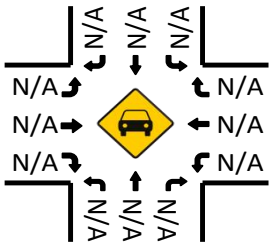
### Cars (AM)



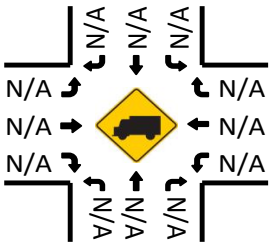

### HT (AM)



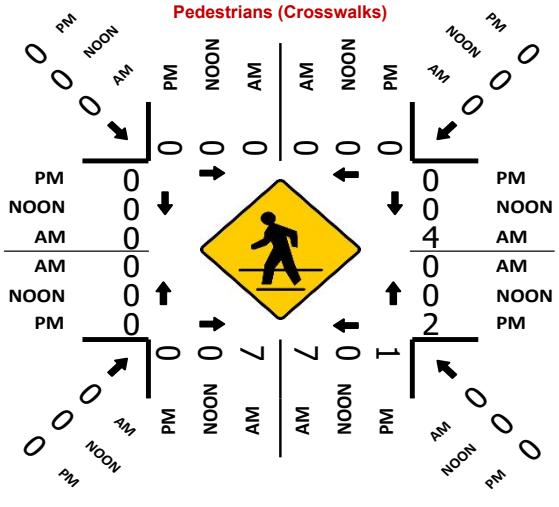

### Cars (NOON)




### HT (NOON)




### Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Community College Dr
**City:** San Jacinto
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 19-06063-013
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | N State St | | | | N State St | | | | W Community College Dr | | | | W Community College Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 170 | 7 | 0 | 16 | 76 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 6 | 0 | 283 |
| 7:15 AM | 2 | 186 | 33 | 0 | 11 | 71 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 6 | 0 | 312 |
| 7:30 AM | 1 | 198 | 18 | 1 | 15 | 85 | 0 | 0 | 1 | 0 | 3 | 0 | 6 | 0 | 18 | 0 | 346 |
| 7:45 AM | 1 | 228 | 26 | 0 | 10 | 85 | 0 | 0 | 2 | 0 | 5 | 0 | 6 | 0 | 13 | 0 | 376 |
| 8:00 AM | 1 | 172 | 19 | 1 | 11 | 75 | 1 | 0 | 1 | 0 | 5 | 0 | 3 | 1 | 21 | 0 | 311 |
| 8:15 AM | 3 | 134 | 11 | 0 | 5 | 105 | 0 | 0 | 1 | 0 | 2 | 0 | 5 | 0 | 21 | 1 | 288 |
| 8:30 AM | 1 | 133 | 6 | 0 | 9 | 78 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 19 | 0 | 252 |
| 8:45 AM | 3 | 120 | 4 | 1 | 8 | 99 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 8 | 0 | 249 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 12 | 1341 | 124 | 3 | 85 | 674 | 1 | 0 | 5 | 0 | 29 | 0 | 29 | 1 | 112 | 1 | 2417 |
| **APPROACH %'s :** | 0.81% | 90.61% | 8.38% | 0.20% | 11.18% | 88.68% | 0.13% | 0.00% | 14.71% | 0.00% | 85.29% | 0.00% | 20.28% | 0.70% | 78.32% | 0.70% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 5 | 784 | 96 | 2 | 47 | 316 | 1 | 0 | 4 | 0 | 15 | 0 | 16 | 1 | 58 | 0 | 1345 |
| **PEAK HR FACTOR :** | 0.625 | 0.860 | 0.727 | 0.500 | 0.783 | 0.929 | 0.250 | 0.000 | 0.500 | 0.000 | 0.750 | 0.000 | 0.667 | 0.250 | 0.690 | 0.000 | 0.894 |
| | | 0.870 | | | | 0.910 | | | | 0.679 | | | | 0.750 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 8 | 129 | 4 | 0 | 13 | 159 | 0 | 0 | 1 | 0 | 7 | 0 | 8 | 0 | 6 | 0 | 335 |
| 4:15 PM | 10 | 125 | 11 | 0 | 13 | 141 | 1 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 9 | 0 | 316 |
| 4:30 PM | 4 | 110 | 9 | 0 | 12 | 164 | 0 | 0 | 1 | 0 | 4 | 0 | 10 | 0 | 9 | 0 | 323 |
| 4:45 PM | 6 | 127 | 10 | 1 | 9 | 159 | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 0 | 9 | 0 | 334 |
| 5:00 PM | 4 | 118 | 12 | 0 | 13 | 155 | 0 | 0 | 0 | 0 | 5 | 0 | 30 | 0 | 14 | 0 | 351 |
| 5:15 PM | 7 | 168 | 10 | 0 | 6 | 149 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 11 | 0 | 359 |
| 5:30 PM | 5 | 115 | 5 | 0 | 23 | 155 | 0 | 0 | 0 | 1 | 5 | 0 | 5 | 0 | 8 | 0 | 322 |
| 5:45 PM | 7 | 129 | 15 | 0 | 9 | 153 | 0 | 0 | 0 | 0 | 8 | 0 | 7 | 0 | 8 | 0 | 336 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 51 | 1021 | 76 | 1 | 98 | 1235 | 1 | 0 | 2 | 1 | 38 | 0 | 78 | 0 | 74 | 0 | 2676 |
| **APPROACH %'s :** | 4.44% | 88.86% | 6.61% | 0.09% | 7.35% | 92.58% | 0.07% | 0.00% | 4.88% | 2.44% | 92.68% | 0.00% | 51.32% | 0.00% | 48.68% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 23 | 530 | 42 | 0 | 51 | 612 | 0 | 0 | 0 | 1 | 19 | 0 | 49 | 0 | 41 | 0 | 1368 |
| **PEAK HR FACTOR :** | 0.821 | 0.789 | 0.700 | 0.000 | 0.554 | 0.987 | 0.000 | 0.000 | 0.000 | 0.250 | 0.594 | 0.000 | 0.408 | 0.000 | 0.732 | 0.000 | 0.953 |
| | | 0.804 | | | | 0.931 | | | | 0.625 | | | | 0.511 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Community College Dr
**City:** San Jacinto
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 19-06063-013
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N State St | | | | N State St | | | | W Community College Dr | | | | W Community College Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 167 | 7 | 0 | 16 | 73 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 6 | 0 | 277 |
| 7:15 AM | 2 | 183 | 32 | 0 | 11 | 65 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 6 | 0 | 302 |
| 7:30 AM | 0 | 196 | 18 | 1 | 15 | 85 | 0 | 0 | 1 | 0 | 2 | 0 | 6 | 0 | 18 | 0 | 342 |
| 7:45 AM | 1 | 226 | 26 | 0 | 10 | 82 | 0 | 0 | 2 | 0 | 5 | 0 | 6 | 0 | 13 | 0 | 371 |
| 8:00 AM | 0 | 170 | 19 | 1 | 11 | 74 | 1 | 0 | 1 | 0 | 5 | 0 | 3 | 1 | 20 | 0 | 306 |
| 8:15 AM | 3 | 132 | 11 | 0 | 5 | 100 | 0 | 0 | 1 | 0 | 2 | 0 | 5 | 0 | 19 | 1 | 279 |
| 8:30 AM | 1 | 130 | 6 | 0 | 9 | 75 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 19 | 0 | 246 |
| 8:45 AM | 3 | 116 | 4 | 1 | 7 | 98 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 7 | 0 | 242 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 10 | 1320 | 123 | 3 | 84 | 652 | 1 | 0 | 5 | 0 | 28 | 0 | 29 | 1 | 108 | 1 | 2365 |
| **APPROACH %'s :** | 0.69% | 90.66% | 8.45% | 0.21% | 11.40% | 88.47% | 0.14% | 0.00% | 15.15% | 0.00% | 84.85% | 0.00% | 20.86% | 0.72% | 77.70% | 0.72% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 775 | 95 | 2 | 47 | 306 | 1 | 0 | 4 | 0 | 14 | 0 | 16 | 1 | 57 | 0 | 1321 |
| **PEAK HR FACTOR :** | 0.38 | 0.857 | 0.742 | 0.500 | 0.783 | 0.900 | 0.250 | 0.000 | 0.500 | 0.000 | 0.700 | 0.000 | 0.667 | 0.250 | 0.713 | 0.000 | 0.890 |
| | | 0.865 | | | | 0.885 | | | | 0.643 | | | | 0.771 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 8 | 125 | 4 | 0 | 13 | 156 | 0 | 0 | 1 | 0 | 7 | 0 | 8 | 0 | 6 | 0 | 328 |
| 4:15 PM | 10 | 124 | 11 | 0 | 13 | 140 | 1 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 9 | 0 | 314 |
| 4:30 PM | 4 | 105 | 9 | 0 | 12 | 162 | 0 | 0 | 1 | 0 | 4 | 0 | 10 | 0 | 9 | 0 | 316 |
| 4:45 PM | 6 | 122 | 10 | 1 | 9 | 159 | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 0 | 9 | 0 | 329 |
| 5:00 PM | 4 | 118 | 12 | 0 | 13 | 152 | 0 | 0 | 0 | 0 | 5 | 0 | 30 | 0 | 14 | 0 | 348 |
| 5:15 PM | 7 | 166 | 10 | 0 | 6 | 146 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 11 | 0 | 354 |
| 5:30 PM | 5 | 111 | 5 | 0 | 23 | 155 | 0 | 0 | 0 | 1 | 5 | 0 | 5 | 0 | 8 | 0 | 318 |
| 5:45 PM | 7 | 125 | 15 | 0 | 9 | 151 | 0 | 0 | 0 | 0 | 8 | 0 | 7 | 0 | 7 | 0 | 329 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 51 | 996 | 76 | 1 | 98 | 1221 | 1 | 0 | 2 | 1 | 38 | 0 | 78 | 0 | 73 | 0 | 2636 |
| **APPROACH %'s :** | 4.54% | 88.61% | 6.76% | 0.09% | 7.42% | 92.50% | 0.08% | 0.00% | 4.88% | 2.44% | 92.68% | 0.00% | 51.66% | 0.00% | 48.34% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 23 | 520 | 42 | 0 | 51 | 604 | 0 | 0 | 0 | 1 | 19 | 0 | 49 | 0 | 40 | 0 | 1349 |
| **PEAK HR FACTOR :** | 0.82 | 0.783 | 0.700 | 0.000 | 0.554 | 0.974 | 0.000 | 0.000 | 0.000 | 0.250 | 0.594 | 0.000 | 0.408 | 0.000 | 0.714 | 0.000 | 0.953 |
| | | 0.799 | | | | 0.920 | | | | 0.625 | | | | 0.506 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Community College Dr
**City:** San Jacinto
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 19-06063-013
**Date:** 5/8/2019

**HT**

| NS/EW Streets: | N State St | | | | N State St | | | | W Community College Dr | | | | W Community College Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 AM | 0 | 3 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:30 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 AM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 AM | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 8:15 AM | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 |
| 8:30 AM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 AM | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 21 | 1 | 0 | 1 | 22 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 52 |
| **APPROACH %'s :** | 8.33% | 87.50% | 4.17% | 0.00% | 4.35% | 95.65% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 9 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 24 |
| **PEAK HR FACTOR :** | 0.500 | 0.750 | 0.250 | 0.000 | 0.000 | 0.417 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.600 |
| | 0.750 | | | | 0.417 | | | | 0.250 | | | | 0.250 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:45 PM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:30 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 PM | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 25 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 40 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 10 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 19 |
| **PEAK HR FACTOR :** | 0.00 | 0.625 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.679 |
| | 0.625 | | | | 0.667 | | | | | | | | 0.250 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Community College Dr
**City:** San Jacinto
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 19-06063-013
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | N State St | | | | N State St | | | | W Community College Dr | | | | W Community College Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 8 |
| **APPROACH %'s :** | 20.00% | 60.00% | 20.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.625 |
| | | 0.375 | | | | | | | | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 9 |
| **APPROACH %'s :** | 25.00% | 50.00% | 25.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 50.00% | 0.00% | 50.00% | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.25 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.625 |
| | | 0.375 | | | | | | | | 0.250 | | | | 0.250 | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Community College Dr **Project ID:** 19-06063-013
**City:** San Jacinto **Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | N State St | | N State St | | W Community College Dr | | W Community College Dr | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 5 |
| 7:45 AM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| 8:15 AM | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 9 | 7 | 0 | 2 | 18 |
| **APPROACH %'s :** | | | | | 56.25% | 43.75% | 0.00% | 100.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 5 | 6 | 0 | 2 | 13 |
| **PEAK HR FACTOR :** | | | | | 0.625 | 0.500 | | 0.250 | 0.650 |
| | | | | | 0.688 | | 0.250 | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 1 | 6 | 6 | 0 | 0 | 13 |
| **APPROACH %'s :** | | | 0.00% | 100.00% | 50.00% | 50.00% | | | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | | | | | 0.500 | 0.250 | | | 0.375 |
| | | | | | 0.375 | | | | |

Prepared by National Data & Surveying Services

# N State St & W Community College Dr

## Peak Hour Turning Movement Count

**ID:** 19-06063-013
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### N State St — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 1 | 316 | 47 | 0 | 846 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 0 | 612 | 51 | 0 | 571 | PM |

### W Community College Dr — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 7 | 0 | 23 | |
| 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 |
| 0 | 0 | 1 | 1 |
| 15 | 0 | 19 | 0 |
| AM | NOON | PM | |

### W Community College Dr — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 41 | 0 | 58 | 0 |
| 0 | 0 | 1 | 1 |
| 49 | 0 | 16 | 0 |
| 0 | 0 | 0 | 0 |
| 94 | 0 | 143 | |
| PM | NOON | AM | |

**CONTROL:** 2-Way Stop(EB/WB)

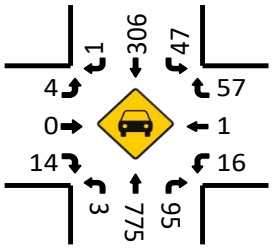
| | | | |
|---|---|---|---|
| TEV | 1345 AM | 0 NOON | 1368 PM |
| PHF | 0.89 | | 0.95 |

### N State St — NORTHBOUND

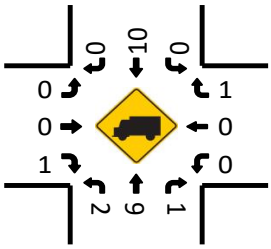
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 680 | 0 | 23 | 530 | 42 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 349 | 2 | 5 | 784 | 96 | AM |

Turning movements: 1 1 1 0 | 0 1 2 0

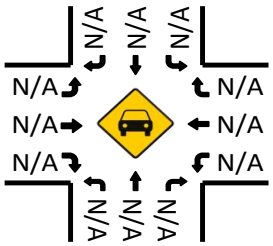
### Cars (AM)



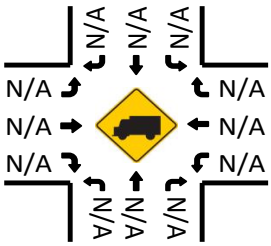

### HT (AM)



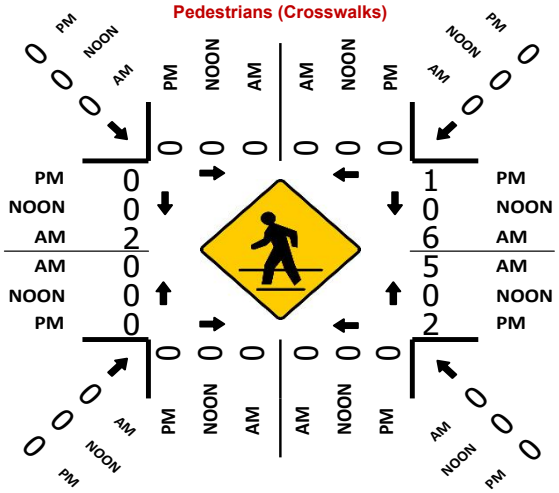

### Cars (NOON)



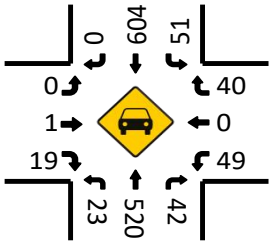

### HT (NOON)



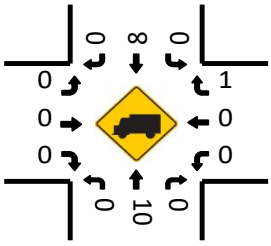

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-014
**Date:** 5/8/2019

## Total

| NS/EW Streets: | N State St | | | | N State St | | | | W Ramona Expy | | | | W Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 85 | 97 | 28 | 0 | 20 | 48 | 18 | 0 | 29 | 159 | 94 | 6 | 32 | 181 | 73 | 0 | 870 |
| 7:15 AM | 70 | 134 | 23 | 0 | 16 | 60 | 16 | 0 | 45 | 104 | 99 | 2 | 52 | 217 | 67 | 0 | 905 |
| 7:30 AM | 87 | 138 | 17 | 0 | 23 | 84 | 8 | 0 | 39 | 91 | 105 | 2 | 59 | 161 | 58 | 0 | 872 |
| 7:45 AM | 69 | 133 | 22 | 0 | 18 | 81 | 10 | 0 | 56 | 92 | 123 | 1 | 28 | 144 | 63 | 1 | 841 |
| 8:00 AM | 68 | 107 | 17 | 0 | 24 | 53 | 18 | 0 | 37 | 86 | 92 | 2 | 19 | 120 | 59 | 0 | 702 |
| 8:15 AM | 63 | 93 | 27 | 0 | 26 | 76 | 19 | 0 | 32 | 68 | 80 | 4 | 18 | 115 | 40 | 0 | 661 |
| 8:30 AM | 79 | 98 | 17 | 0 | 23 | 54 | 12 | 0 | 21 | 69 | 83 | 4 | 16 | 115 | 46 | 1 | 638 |
| 8:45 AM | 62 | 85 | 14 | 0 | 31 | 65 | 11 | 0 | 37 | 83 | 99 | 5 | 27 | 105 | 37 | 1 | 662 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 583 | 885 | 165 | 0 | 181 | 521 | 112 | 0 | 296 | 752 | 775 | 26 | 251 | 1158 | 443 | 3 | 6151 |
| **APPROACH %'s :** | 35.70% | 54.19% | 10.10% | 0.00% | 22.24% | 64.00% | 13.76% | 0.00% | 16.01% | 40.67% | 41.91% | 1.41% | 13.53% | 62.43% | 23.88% | 0.16% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 311 | 502 | 90 | 0 | 77 | 273 | 52 | 0 | 169 | 446 | 421 | 11 | 171 | 703 | 261 | 1 | 3488 |
| **PEAK HR FACTOR :** | 0.894 | 0.909 | 0.804 | 0.000 | 0.837 | 0.813 | 0.722 | 0.000 | 0.754 | 0.701 | 0.856 | 0.458 | 0.725 | 0.810 | 0.894 | 0.250 | 0.964 |
| | 0.933 | | | | 0.874 | | | | 0.909 | | | | 0.845 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 61 | 111 | 15 | 0 | 59 | 119 | 25 | 0 | 32 | 184 | 108 | 3 | 31 | 96 | 30 | 0 | 874 |
| 4:15 PM | 67 | 88 | 23 | 0 | 54 | 81 | 19 | 0 | 32 | 156 | 80 | 8 | 28 | 123 | 41 | 0 | 800 |
| 4:30 PM | 89 | 101 | 22 | 0 | 44 | 109 | 31 | 0 | 31 | 167 | 102 | 7 | 26 | 73 | 25 | 0 | 827 |
| 4:45 PM | 78 | 112 | 23 | 0 | 48 | 116 | 24 | 0 | 31 | 178 | 107 | 5 | 28 | 102 | 38 | 0 | 890 |
| 5:00 PM | 96 | 124 | 27 | 0 | 48 | 124 | 38 | 0 | 27 | 188 | 114 | 7 | 31 | 97 | 31 | 0 | 952 |
| 5:15 PM | 96 | 132 | 12 | 0 | 58 | 101 | 17 | 0 | 28 | 163 | 84 | 3 | 21 | 134 | 44 | 0 | 893 |
| 5:30 PM | 85 | 123 | 25 | 0 | 47 | 121 | 19 | 0 | 25 | 144 | 99 | 6 | 22 | 58 | 34 | 0 | 808 |
| 5:45 PM | 68 | 96 | 18 | 0 | 51 | 111 | 26 | 0 | 39 | 157 | 78 | 10 | 24 | 86 | 27 | 0 | 791 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 640 | 887 | 165 | 0 | 409 | 882 | 199 | 0 | 245 | 1337 | 772 | 49 | 211 | 769 | 270 | 0 | 6835 |
| **APPROACH %'s :** | 37.83% | 52.42% | 9.75% | 0.00% | 27.45% | 59.19% | 13.36% | 0.00% | 10.20% | 55.64% | 32.13% | 2.04% | 16.88% | 61.52% | 21.60% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 359 | 469 | 84 | 0 | 198 | 450 | 110 | 0 | 117 | 696 | 407 | 22 | 106 | 406 | 138 | 0 | 3562 |
| **PEAK HR FACTOR :** | 0.935 | 0.888 | 0.778 | 0.000 | 0.853 | 0.907 | 0.724 | 0.000 | 0.944 | 0.926 | 0.893 | 0.786 | 0.855 | 0.757 | 0.784 | 0.000 | 0.935 |
| | 0.923 | | | | 0.902 | | | | 0.924 | | | | 0.817 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-014
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N State St | | | | N State St | | | | W Ramona Expy | | | | W Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 84 | 96 | 27 | 0 | 19 | 47 | 18 | 0 | 28 | 152 | 90 | 6 | 30 | 178 | 73 | 0 | 848 |
| 7:15 AM | 70 | 131 | 23 | 0 | 15 | 57 | 15 | 0 | 44 | 98 | 99 | 2 | 51 | 214 | 66 | 0 | 885 |
| 7:30 AM | 86 | 136 | 16 | 0 | 23 | 84 | 7 | 0 | 39 | 89 | 101 | 2 | 59 | 158 | 58 | 0 | 858 |
| 7:45 AM | 67 | 132 | 22 | 0 | 18 | 80 | 10 | 0 | 56 | 87 | 115 | 1 | 28 | 142 | 63 | 1 | 822 |
| 8:00 AM | 65 | 106 | 16 | 0 | 24 | 53 | 17 | 0 | 36 | 85 | 87 | 2 | 18 | 118 | 58 | 0 | 685 |
| 8:15 AM | 60 | 91 | 26 | 0 | 25 | 73 | 19 | 0 | 32 | 64 | 75 | 4 | 18 | 112 | 40 | 0 | 639 |
| 8:30 AM | 74 | 93 | 17 | 0 | 22 | 53 | 12 | 0 | 21 | 66 | 80 | 4 | 16 | 111 | 45 | 1 | 615 |
| 8:45 AM | 57 | 83 | 14 | 0 | 31 | 63 | 11 | 0 | 36 | 81 | 96 | 5 | 26 | 103 | 36 | 1 | 643 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 563 | 868 | 161 | 0 | 177 | 510 | 109 | 0 | 292 | 722 | 743 | 26 | 246 | 1136 | 439 | 3 | 5995 |
| **APPROACH %'s :** | 35.36% | 54.52% | 10.11% | 0.00% | 22.24% | 64.07% | 13.69% | 0.00% | 16.38% | 40.49% | 41.67% | 1.46% | 13.49% | 62.28% | 24.07% | 0.16% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 307 | 495 | 88 | 0 | 75 | 268 | 50 | 0 | 167 | 426 | 405 | 11 | 168 | 692 | 260 | 1 | 3413 |
| **PEAK HR FACTOR :** | 0.89 | 0.910 | 0.815 | 0.000 | 0.815 | 0.798 | 0.694 | 0.000 | 0.746 | 0.701 | 0.880 | 0.458 | 0.712 | 0.808 | 0.890 | 0.250 | 0.964 |
| | 0.935 | | | | 0.862 | | | | 0.914 | | | | 0.847 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 58 | 108 | 15 | 0 | 58 | 116 | 25 | 0 | 32 | 181 | 104 | 3 | 31 | 93 | 28 | 0 | 852 |
| 4:15 PM | 62 | 88 | 23 | 0 | 54 | 79 | 19 | 0 | 31 | 155 | 77 | 8 | 27 | 122 | 40 | 0 | 785 |
| 4:30 PM | 87 | 98 | 22 | 0 | 43 | 108 | 31 | 0 | 31 | 165 | 100 | 7 | 24 | 71 | 23 | 0 | 810 |
| 4:45 PM | 77 | 109 | 23 | 0 | 48 | 116 | 24 | 0 | 31 | 178 | 106 | 5 | 28 | 102 | 37 | 0 | 884 |
| 5:00 PM | 93 | 123 | 26 | 0 | 48 | 121 | 38 | 0 | 27 | 186 | 110 | 7 | 31 | 97 | 31 | 0 | 938 |
| 5:15 PM | 95 | 129 | 12 | 0 | 58 | 100 | 17 | 0 | 28 | 161 | 84 | 3 | 21 | 133 | 43 | 0 | 884 |
| 5:30 PM | 83 | 119 | 25 | 0 | 45 | 120 | 19 | 0 | 25 | 142 | 97 | 6 | 21 | 55 | 33 | 0 | 790 |
| 5:45 PM | 66 | 95 | 18 | 0 | 51 | 111 | 25 | 0 | 39 | 153 | 76 | 9 | 24 | 85 | 26 | 0 | 778 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 621 | 869 | 164 | 0 | 405 | 871 | 198 | 0 | 244 | 1321 | 754 | 48 | 207 | 758 | 261 | 0 | 6721 |
| **APPROACH %'s :** | 37.55% | 52.54% | 9.92% | 0.00% | 27.48% | 59.09% | 13.43% | 0.00% | 10.31% | 55.81% | 31.85% | 2.03% | 16.88% | 61.83% | 21.29% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 352 | 459 | 83 | 0 | 197 | 445 | 110 | 0 | 117 | 690 | 400 | 22 | 104 | 403 | 134 | 0 | 3516 |
| **PEAK HR FACTOR :** | 0.93 | 0.890 | 0.798 | 0.000 | 0.849 | 0.919 | 0.724 | 0.000 | 0.944 | 0.927 | 0.909 | 0.786 | 0.839 | 0.758 | 0.779 | 0.000 | 0.937 |
| | 0.924 | | | | 0.908 | | | | 0.931 | | | | 0.813 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-014
**Date:** 5/8/2019

HT

| NS/EW Streets: | N State St | | | | N State St | | | | W Ramona Expy | | | | W Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 7 | 4 | 0 | 2 | 3 | 0 | 0 | 22 |
| 7:15 AM | 0 | 3 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 6 | 0 | 0 | 1 | 3 | 1 | 0 | 20 |
| 7:30 AM | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 4 | 0 | 0 | 3 | 0 | 0 | 14 |
| 7:45 AM | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 8 | 0 | 0 | 2 | 0 | 0 | 19 |
| 8:00 AM | 3 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 5 | 0 | 1 | 2 | 1 | 0 | 17 |
| 8:15 AM | 3 | 2 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 3 | 0 | 0 | 22 |
| 8:30 AM | 5 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 4 | 1 | 0 | 23 |
| 8:45 AM | 5 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 3 | 0 | 1 | 2 | 1 | 0 | 19 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 20 | 17 | 4 | 0 | 4 | 11 | 3 | 0 | 4 | 30 | 32 | 0 | 5 | 22 | 4 | 0 | 156 |
| **APPROACH %'s :** | 48.78% | 41.46% | 9.76% | 0.00% | 22.22% | 61.11% | 16.67% | 0.00% | 6.06% | 45.45% | 48.48% | 0.00% | 16.13% | 70.97% | 12.90% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 4 | 7 | 2 | 0 | 2 | 5 | 2 | 0 | 2 | 20 | 16 | 0 | 3 | 11 | 1 | 0 | 75 |
| **PEAK HR FACTOR :** | 0.500 | 0.583 | 0.500 | 0.000 | 0.500 | 0.417 | 0.500 | 0.000 | 0.500 | 0.714 | 0.500 | 0.000 | 0.375 | 0.917 | 0.250 | 0.000 | 0.852 |
| | 0.813 | | | | 0.450 | | | | 0.731 | | | | 0.750 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 3 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 3 | 2 | 0 | 22 |
| 4:15 PM | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 1 | 1 | 0 | 15 |
| 4:30 PM | 2 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 2 | 2 | 0 | 17 |
| 4:45 PM | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 |
| 5:00 PM | 3 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 14 |
| 5:15 PM | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 9 |
| 5:30 PM | 2 | 4 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 3 | 1 | 0 | 18 |
| 5:45 PM | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 2 | 1 | 0 | 1 | 1 | 0 | 13 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 19 | 18 | 1 | 0 | 4 | 11 | 1 | 0 | 1 | 16 | 18 | 1 | 4 | 11 | 9 | 0 | 114 |
| **APPROACH %'s :** | 50.00% | 47.37% | 2.63% | 0.00% | 25.00% | 68.75% | 6.25% | 0.00% | 2.78% | 44.44% | 50.00% | 2.78% | 16.67% | 45.83% | 37.50% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 7 | 10 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 6 | 7 | 0 | 2 | 3 | 4 | 0 | 46 |
| **PEAK HR FACTOR :** | 0.58 | 0.833 | 0.250 | 0.000 | 0.250 | 0.417 | 0.000 | 0.000 | 0.000 | 0.750 | 0.438 | 0.000 | 0.250 | 0.375 | 0.500 | 0.000 | 0.676 |
| | 0.900 | | | | 0.500 | | | | 0.542 | | | | 0.375 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-014
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | N State St | | | | N State St | | | | W Ramona Expy | | | | W Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| **APPROACH %'s :** | 0.00% | 50.00% | 50.00% | 0.00% | | | | | | | | | 100.00% | 0.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.375 |
| | 0.250 | | | | | | | | | | | | 0.250 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 8 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 1 | 0 | 1 | 4 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 14 |
| **APPROACH %'s :** | 0.00% | 50.00% | 50.00% | 0.00% | 16.67% | 66.67% | 16.67% | 0.00% | 75.00% | 0.00% | 25.00% | 0.00% | 0.00% | 50.00% | 50.00% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 9 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.250 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.281 |
| | 0.250 | | | | 0.333 | | | | 0.250 | | | | 0.250 | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Ramona Expy
**City:** San Jacinto
**Project ID:** 19-06063-014
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| **NS/EW Streets:** | N State St | | N State St | | W Ramona Expy | | W Ramona Expy | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 7:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 8:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 2 | 7 |
| **APPROACH %'s :** | 50.00% | 50.00% | 0.00% | 100.00% | | | 50.00% | 50.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 |
| **PEAK HR FACTOR :** | | | | 0.250 | | | 0.250 | 0.250 | 0.375 |
| | | | 0.250 | | | | 0.500 | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 |
| 4:15 PM | 0 | 0 | 0 | 5 | 1 | 2 | 4 | 1 | 13 |
| 4:30 PM | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 1 | 2 | 0 | 0 | 1 | 1 | 2 | 2 | 9 |
| 5:30 PM | 1 | 0 | 1 | 1 | 1 | 3 | 4 | 0 | 11 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 3 | 5 | 2 | 6 | 4 | 7 | 11 | 6 | 44 |
| **APPROACH %'s :** | 37.50% | 62.50% | 25.00% | 75.00% | 36.36% | 63.64% | 64.71% | 35.29% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 5 | 0 | 0 | 1 | 2 | 3 | 4 | 16 |
| **PEAK HR FACTOR :** | 0.250 | 0.417 | | | 0.250 | 0.500 | 0.375 | 0.500 | 0.444 |
| | 0.500 | | | | 0.375 | | 0.438 | | |

Prepared by National Data & Surveying Services

# N State St & W Ramona Expy

## Peak Hour Turning Movement Count

**ID:** 19-06063-014
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

AM: 07:00 AM - 08:00 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### SOUTHBOUND — N State St

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 52 | 273 | 77 | 0 | 932 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 110 | 450 | 198 | 0 | 724 | PM |

### EASTBOUND — W Ramona Expy

| | AM | NOON | PM |
|---|---|---|---|
| 0 | 11 | 0 | 22 |
| 2 | 169 | 0 | 117 |
| 3 | 446 | 0 | 696 |
| 1 | 421 | 0 | 407 |
| | 1077 | 0 | 897 |

### WESTBOUND — W Ramona Expy

| | PM | NOON | AM |
|---|---|---|---|
| 1 | 138 | 0 | 261 |
| 3 | 406 | 0 | 703 |
| 2 | 106 | 0 | 171 |
| 0 | 0 | 0 | 1 |
| | 978 | 0 | 614 |

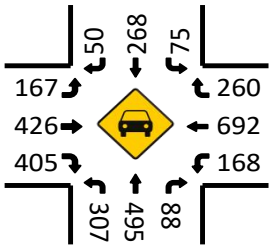
### NORTHBOUND — N State St

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 963 | 0 | 359 | 469 | 84 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 865 | 0 | 311 | 502 | 90 | AM |

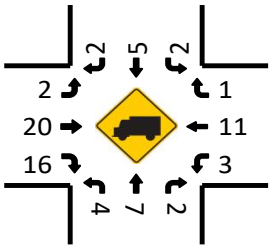
**CONTROL:** Signalized

| | | | |
|---|---|---|---|
| TEV | 3488 AM | 0 NOON | 3562 PM |
| PHF | 0.96 | | 0.94 |

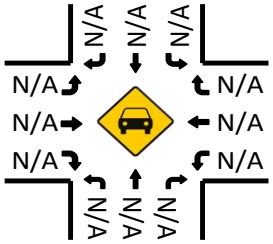
### Cars (AM)



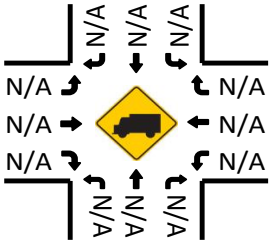

### HT (AM)



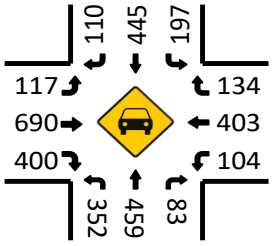

### Cars (NOON)



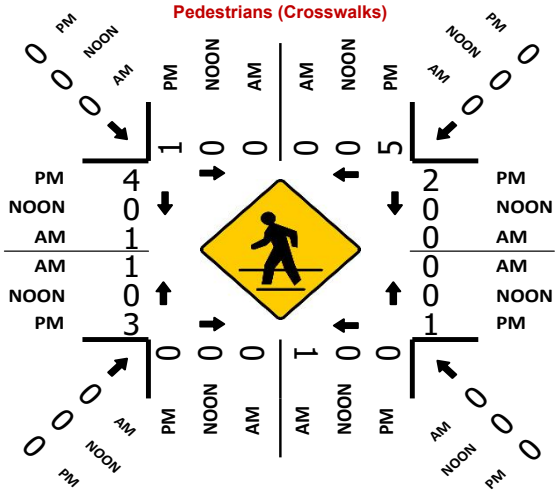

### HT (NOON)



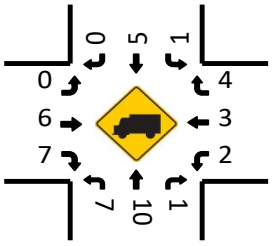

### Cars (PM)




### Pedestrians (Crosswalks)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-015
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | N State St | | | | N State St | | | | Ramona Blvd | | | | Ramona Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 14 | 139 | 52 | 0 | 27 | 124 | 3 | 0 | 6 | 41 | 7 | 0 | 26 | 43 | 40 | 0 | 522 |
| 7:15 AM | 16 | 157 | 43 | 0 | 33 | 142 | 7 | 0 | 7 | 59 | 22 | 0 | 59 | 71 | 54 | 0 | 670 |
| 7:30 AM | 28 | 185 | 42 | 0 | 21 | 145 | 9 | 0 | 16 | 46 | 27 | 0 | 32 | 58 | 56 | 0 | 665 |
| 7:45 AM | 25 | 191 | 23 | 0 | 46 | 201 | 9 | 0 | 17 | 49 | 30 | 0 | 33 | 39 | 33 | 0 | 696 |
| 8:00 AM | 13 | 134 | 23 | 0 | 41 | 121 | 6 | 0 | 6 | 38 | 35 | 0 | 25 | 37 | 40 | 0 | 519 |
| 8:15 AM | 22 | 132 | 13 | 0 | 39 | 118 | 8 | 0 | 11 | 32 | 39 | 0 | 27 | 31 | 31 | 0 | 503 |
| 8:30 AM | 22 | 128 | 14 | 0 | 35 | 108 | 9 | 0 | 20 | 32 | 37 | 0 | 15 | 29 | 38 | 0 | 487 |
| 8:45 AM | 14 | 122 | 13 | 0 | 41 | 126 | 8 | 0 | 11 | 33 | 32 | 0 | 22 | 26 | 34 | 0 | 482 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 154 | 1188 | 223 | 0 | 283 | 1085 | 59 | 0 | 94 | 330 | 229 | 0 | 239 | 334 | 326 | 0 | 4544 |
| **APPROACH %'s :** | 9.84% | 75.91% | 14.25% | 0.00% | 19.83% | 76.03% | 4.13% | 0.00% | 14.40% | 50.54% | 35.07% | 0.00% | 26.59% | 37.15% | 36.26% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 83 | 672 | 160 | 0 | 127 | 612 | 28 | 0 | 46 | 195 | 86 | 0 | 150 | 211 | 183 | 0 | 2553 |
| **PEAK HR FACTOR :** | 0.741 | 0.880 | 0.769 | 0.000 | 0.690 | 0.761 | 0.778 | 0.000 | 0.676 | 0.826 | 0.717 | 0.000 | 0.636 | 0.743 | 0.817 | 0.000 | 0.917 |
| | 0.897 | | | | 0.749 | | | | 0.852 | | | | 0.739 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 11 | 148 | 10 | 0 | 63 | 175 | 3 | 0 | 16 | 33 | 32 | 0 | 25 | 45 | 27 | 0 | 588 |
| 4:15 PM | 22 | 144 | 9 | 0 | 37 | 144 | 7 | 0 | 11 | 18 | 25 | 0 | 26 | 35 | 50 | 0 | 528 |
| 4:30 PM | 15 | 140 | 14 | 0 | 50 | 171 | 3 | 0 | 9 | 28 | 24 | 0 | 21 | 37 | 62 | 0 | 574 |
| 4:45 PM | 24 | 141 | 11 | 0 | 58 | 176 | 4 | 0 | 11 | 45 | 31 | 0 | 17 | 40 | 52 | 0 | 610 |
| 5:00 PM | 20 | 173 | 7 | 0 | 52 | 184 | 3 | 0 | 11 | 25 | 23 | 0 | 19 | 37 | 55 | 0 | 609 |
| 5:15 PM | 24 | 174 | 13 | 0 | 41 | 162 | 7 | 0 | 10 | 39 | 19 | 0 | 16 | 28 | 51 | 0 | 584 |
| 5:30 PM | 17 | 154 | 11 | 0 | 63 | 159 | 5 | 0 | 7 | 19 | 27 | 0 | 22 | 31 | 50 | 0 | 565 |
| 5:45 PM | 13 | 128 | 9 | 0 | 50 | 156 | 7 | 0 | 8 | 16 | 21 | 0 | 26 | 30 | 32 | 0 | 496 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 146 | 1202 | 84 | 0 | 414 | 1327 | 39 | 0 | 83 | 223 | 202 | 0 | 172 | 283 | 379 | 0 | 4554 |
| **APPROACH %'s :** | 10.20% | 83.94% | 5.87% | 0.00% | 23.26% | 74.55% | 2.19% | 0.00% | 16.34% | 43.90% | 39.76% | 0.00% | 20.62% | 33.93% | 45.44% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 83 | 628 | 45 | 0 | 201 | 693 | 17 | 0 | 41 | 137 | 97 | 0 | 73 | 142 | 220 | 0 | 2377 |
| **PEAK HR FACTOR :** | 0.865 | 0.902 | 0.804 | 0.000 | 0.866 | 0.942 | 0.607 | 0.000 | 0.932 | 0.761 | 0.782 | 0.000 | 0.869 | 0.888 | 0.887 | 0.000 | 0.974 |
| | 0.896 | | | | 0.953 | | | | 0.790 | | | | 0.906 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-015
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N State St | | | | N State St | | | | Ramona Blvd | | | | Ramona Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 14 | 137 | 52 | 0 | 23 | 121 | 3 | 0 | 5 | 40 | 7 | 0 | 26 | 43 | 40 | 0 | 511 |
| 7:15 AM | 16 | 153 | 43 | 0 | 31 | 139 | 7 | 0 | 7 | 59 | 22 | 0 | 59 | 71 | 53 | 0 | 660 |
| 7:30 AM | 26 | 181 | 42 | 0 | 20 | 141 | 9 | 0 | 14 | 45 | 27 | 0 | 32 | 58 | 56 | 0 | 651 |
| 7:45 AM | 25 | 187 | 22 | 0 | 43 | 193 | 9 | 0 | 17 | 49 | 30 | 0 | 32 | 39 | 32 | 0 | 678 |
| 8:00 AM | 13 | 129 | 23 | 0 | 40 | 115 | 5 | 0 | 6 | 38 | 35 | 0 | 25 | 37 | 40 | 0 | 506 |
| 8:15 AM | 22 | 127 | 11 | 0 | 38 | 115 | 8 | 0 | 11 | 32 | 39 | 0 | 27 | 30 | 30 | 0 | 490 |
| 8:30 AM | 22 | 118 | 13 | 0 | 34 | 102 | 9 | 0 | 20 | 32 | 35 | 0 | 14 | 28 | 36 | 0 | 463 |
| 8:45 AM | 14 | 115 | 13 | 0 | 39 | 123 | 8 | 0 | 11 | 33 | 31 | 0 | 22 | 26 | 32 | 0 | 467 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 152 | 1147 | 219 | 0 | 268 | 1049 | 58 | 0 | 91 | 328 | 226 | 0 | 237 | 332 | 319 | 0 | 4426 |
| **APPROACH %'s :** | 10.01% | 75.56% | 14.43% | 0.00% | 19.49% | 76.29% | 4.22% | 0.00% | 14.11% | 50.85% | 35.04% | 0.00% | 26.69% | 37.39% | 35.92% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 81 | 658 | 159 | 0 | 117 | 594 | 28 | 0 | 43 | 193 | 86 | 0 | 149 | 211 | 181 | 0 | 2500 |
| **PEAK HR FACTOR :** | 0.78 | 0.880 | 0.764 | 0.000 | 0.680 | 0.769 | 0.778 | 0.000 | 0.632 | 0.818 | 0.717 | 0.000 | 0.631 | 0.743 | 0.808 | 0.000 | 0.922 |
| | 0.902 | | | | 0.754 | | | | 0.839 | | | | 0.739 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 11 | 143 | 10 | 0 | 61 | 170 | 3 | 0 | 15 | 33 | 32 | 0 | 25 | 45 | 25 | 0 | 573 |
| 4:15 PM | 22 | 139 | 9 | 0 | 36 | 140 | 7 | 0 | 11 | 18 | 25 | 0 | 23 | 35 | 49 | 0 | 514 |
| 4:30 PM | 15 | 137 | 13 | 0 | 50 | 165 | 3 | 0 | 9 | 28 | 23 | 0 | 20 | 37 | 61 | 0 | 561 |
| 4:45 PM | 24 | 137 | 10 | 0 | 58 | 173 | 4 | 0 | 11 | 45 | 31 | 0 | 17 | 40 | 51 | 0 | 601 |
| 5:00 PM | 20 | 171 | 7 | 0 | 50 | 180 | 3 | 0 | 11 | 25 | 23 | 0 | 19 | 37 | 53 | 0 | 599 |
| 5:15 PM | 24 | 170 | 11 | 0 | 41 | 161 | 7 | 0 | 10 | 39 | 19 | 0 | 16 | 27 | 51 | 0 | 576 |
| 5:30 PM | 16 | 148 | 11 | 0 | 61 | 157 | 5 | 0 | 7 | 19 | 27 | 0 | 21 | 31 | 49 | 0 | 552 |
| 5:45 PM | 13 | 126 | 9 | 0 | 50 | 153 | 7 | 0 | 8 | 16 | 21 | 0 | 26 | 30 | 31 | 0 | 490 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 145 | 1171 | 80 | 0 | 407 | 1299 | 39 | 0 | 82 | 223 | 201 | 0 | 167 | 282 | 370 | 0 | 4466 |
| **APPROACH %'s :** | 10.39% | 83.88% | 5.73% | 0.00% | 23.32% | 74.44% | 2.23% | 0.00% | 16.21% | 44.07% | 39.72% | 0.00% | 20.39% | 34.43% | 45.18% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 83 | 615 | 41 | 0 | 199 | 679 | 17 | 0 | 41 | 137 | 96 | 0 | 72 | 141 | 216 | 0 | 2337 |
| **PEAK HR FACTOR :** | 0.86 | 0.899 | 0.788 | 0.000 | 0.858 | 0.943 | 0.607 | 0.000 | 0.932 | 0.761 | 0.774 | 0.000 | 0.900 | 0.881 | 0.885 | 0.000 | 0.972 |
| | 0.901 | | | | 0.952 | | | | 0.787 | | | | 0.909 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-015
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | N State St | | | | N State St | | | | Ramona Blvd | | | | Ramona Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 2 | 0 | 0 | 4 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:15 AM | 0 | 4 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 |
| 7:30 AM | 2 | 4 | 0 | 0 | 1 | 4 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:45 AM | 0 | 4 | 1 | 0 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 18 |
| 8:00 AM | 0 | 5 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:15 AM | 0 | 5 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 13 |
| 8:30 AM | 0 | 10 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 24 |
| 8:45 AM | 0 | 7 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 15 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 41 | 4 | 0 | 15 | 36 | 1 | 0 | 3 | 2 | 3 | 0 | 2 | 2 | 7 | 0 | 118 |
| **APPROACH %'s :** | 4.26% | 87.23% | 8.51% | 0.00% | 28.85% | 69.23% | 1.92% | 0.00% | 37.50% | 25.00% | 37.50% | 0.00% | 18.18% | 18.18% | 63.64% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 14 | 1 | 0 | 10 | 18 | 0 | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 53 |
| **PEAK HR FACTOR :** | 0.250 | 0.875 | 0.250 | 0.000 | 0.625 | 0.563 | 0.000 | 0.000 | 0.375 | 0.500 | 0.000 | 0.000 | 0.250 | 0.000 | 0.500 | 0.000 | 0.736 |
| | 0.708 | | | | 0.636 | | | | 0.417 | | | | 0.375 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 5 | 0 | 0 | 2 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 15 |
| 4:15 PM | 0 | 5 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 14 |
| 4:30 PM | 0 | 3 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 13 |
| 4:45 PM | 0 | 4 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 |
| 5:00 PM | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 10 |
| 5:15 PM | 0 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| 5:30 PM | 1 | 6 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 13 |
| 5:45 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 31 | 4 | 0 | 7 | 28 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 1 | 9 | 0 | 88 |
| **APPROACH %'s :** | 2.78% | 86.11% | 11.11% | 0.00% | 20.00% | 80.00% | 0.00% | 0.00% | 50.00% | 0.00% | 50.00% | 0.00% | 33.33% | 6.67% | 60.00% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 13 | 4 | 0 | 2 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 4 | 0 | 40 |
| **PEAK HR FACTOR :** | 0.00 | 0.813 | 0.500 | 0.000 | 0.250 | 0.583 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.250 | 0.500 | 0.000 | 0.769 |
| | 0.708 | | | | 0.667 | | | | 0.250 | | | | 0.750 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-015
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | N State St | | | | N State St | | | | Ramona Blvd | | | | Ramona Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 5 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 100.00% | 0.00% | 33.33% | 33.33% | 33.33% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | | | | | | | | | 0.500 | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 4 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 2 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 1 | 0 | 20 |
| **APPROACH %'s :** | 50.00% | 33.33% | 0.00% | 16.67% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 20.00% | 80.00% | 0.00% | 0.00% | 50.00% | 50.00% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| **PEAK HR FACTOR :** | 0.25 | 0.250 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.583 |
| | | 0.500 | | | | 0.333 | | | | 0.250 | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & Ramona Blvd
**City:** San Jacinto

**Project ID:** 19-06063-015
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | N State St | | N State St | | Ramona Blvd | | Ramona Blvd | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | NORTH LEG 2 CUT OUT | | SOUTH LEG 2 CUT OUT | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | EB | WB | EB | WB | TOTAL |
| 7:00 AM | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 12 |
| 7:15 AM | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 10 |
| 7:30 AM | 4 | 4 | 2 | 2 | 2 | 0 | 0 | 0 | 4 | 2 | 3 | 1 | 24 |
| 7:45 AM | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 2 | 20 |
| 8:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 4 |
| 8:15 AM | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 2 | 10 |
| 8:30 AM | 2 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 10 |
| 8:45 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | EB | WB | EB | WB | NB | SB | NB | SB | EB | WB | EB | WB | TOTAL |
| **TOTAL VOLUMES :** | 23 | 10 | 7 | 4 | 5 | 1 | 4 | 0 | 20 | 9 | 6 | 5 | 94 |
| **APPROACH %'s :** | 69.70% | 30.30% | 63.64% | 36.36% | 83.33% | 16.67% | 100.00% | 0.00% | 181.82% | 81.82% | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 20 | 7 | 4 | 2 | 2 | 0 | 1 | 0 | 19 | 5 | 3 | 3 | 66 |
| **PEAK HR FACTOR :** | 0.714 | 0.438 | 0.500 | 0.250 | 0.250 | | 0.250 | | 0.679 | 0.625 | 0.250 | 0.375 | 0.688 |
| | 0.844 | | 0.375 | | 0.250 | | 0.250 | | 0.750 | | 0.375 | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | NORTH LEG 2 CUT OUT | | SOUTH LEG 2 CUT OUT | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | EB | WB | EB | WB | TOTAL |
| 4:00 PM | 3 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 2 | 13 |
| 4:15 PM | 2 | 6 | 0 | 1 | 0 | 0 | 0 | 2 | 3 | 6 | 1 | 0 | 21 |
| 4:30 PM | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 6 |
| 4:45 PM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 5:00 PM | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 8 |
| 5:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 5 |
| 5:30 PM | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 8 |
| 5:45 PM | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 11 |
| | EB | WB | EB | WB | NB | SB | NB | SB | EB | WB | EB | WB | TOTAL |
| **TOTAL VOLUMES :** | 7 | 12 | 2 | 9 | 3 | 2 | 3 | 3 | 9 | 10 | 12 | 4 | 76 |
| **APPROACH %'s :** | 36.84% | 63.16% | 18.18% | 81.82% | 60.00% | 40.00% | 50.00% | 50.00% | 56.25% | 62.50% | | | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 3 | 0 | 3 | 2 | 1 | 3 | 0 | 1 | 2 | 5 | 1 | 23 |
| **PEAK HR FACTOR :** | 0.500 | 0.375 | | 0.750 | 0.500 | 0.250 | 0.375 | | 0.250 | 0.500 | 0.625 | 0.250 | 0.719 |
| | 0.625 | | 0.750 | | 0.375 | | 0.375 | | 0.750 | | 0.750 | | |

Prepared by National Data & Surveying Services

# N State St & Ramona Blvd

## Peak Hour Turning Movement Count

**ID:** 19-06063-015
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:30 PM - 05:30 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### N State St — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 28 | 612 | 127 | 0 | 901 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 17 | 693 | 201 | 0 | 889 | PM |

### EASTBOUND (Ramona Blvd)

| AM | NOON | PM | | |
|---|---|---|---|---|
| 322 | 0 | 242 | | |
| 0 | 0 | 0 | 0 | |
| 46 | 0 | 41 | 1 | |
| 195 | 0 | 137 | 1 | |
| 86 | 0 | 97 | 1 | |
| AM | NOON | PM | | |

### WESTBOUND (Ramona Blvd)

| PM | NOON | AM | |
|---|---|---|---|
| 220 | 0 | 183 | 1 |
| 142 | 0 | 211 | 1 |
| 73 | 0 | 150 | 1 |
| 0 | 0 | 0 | 0 |
| 383 | 0 | 482 | |
| PM | NOON | AM | |

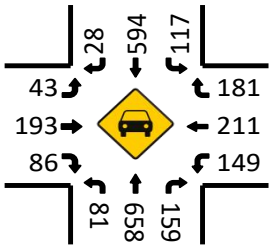
**CONTROL:** Signalized

| | | | |
|---|---|---|---|
| TEV | 2553 AM | 0 NOON | 2377 PM |
| PHF | 0.92 | | 0.97 |

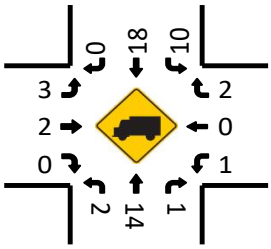
### N State St — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 863 | 0 | 83 | 628 | 45 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 848 | 0 | 83 | 672 | 160 | AM |

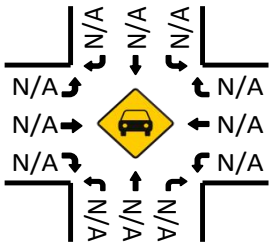
Cars (AM)



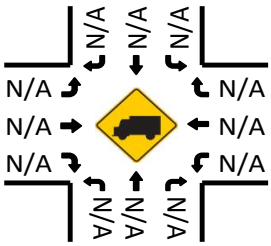

HT (AM)



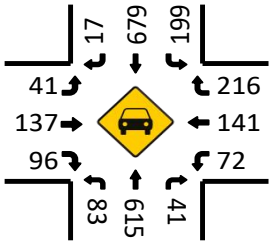

Cars (NOON)



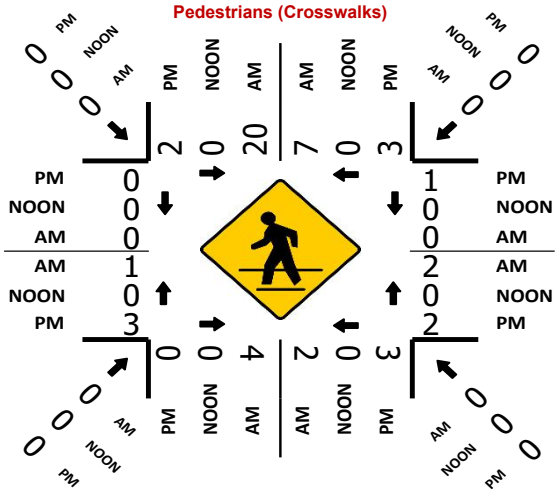

HT (NOON)



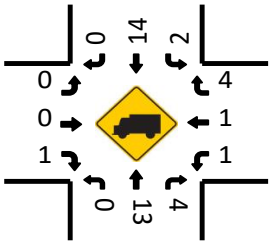

Cars (PM)




Pedestrians (Crosswalks)




HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Cottonwood Ave/N Brinton St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-016
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | State St | | | | State St | | | | Cottonwood Ave/N Brinton St | | | | Cottonwood Ave/N Brinton St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 4 | 145 | 1 | 0 | 2 | 119 | 40 | 0 | 81 | 24 | 8 | 0 | 1 | 7 | 0 | 0 | 432 |
| 7:15 AM | 11 | 171 | 1 | 0 | 0 | 169 | 64 | 0 | 73 | 33 | 16 | 0 | 0 | 13 | 4 | 0 | 555 |
| 7:30 AM | 6 | 197 | 2 | 0 | 3 | 191 | 45 | 0 | 57 | 10 | 25 | 0 | 2 | 17 | 3 | 0 | 558 |
| 7:45 AM | 12 | 205 | 0 | 0 | 2 | 220 | 38 | 0 | 61 | 11 | 20 | 0 | 3 | 6 | 3 | 0 | 581 |
| 8:00 AM | 19 | 119 | 1 | 0 | 2 | 170 | 38 | 0 | 53 | 9 | 18 | 0 | 3 | 10 | 1 | 0 | 443 |
| 8:15 AM | 15 | 152 | 2 | 0 | 3 | 142 | 32 | 0 | 32 | 14 | 22 | 0 | 1 | 10 | 3 | 0 | 428 |
| 8:30 AM | 15 | 141 | 2 | 0 | 3 | 139 | 35 | 0 | 27 | 11 | 23 | 0 | 0 | 15 | 4 | 0 | 415 |
| 8:45 AM | 14 | 133 | 3 | 0 | 3 | 175 | 26 | 0 | 17 | 15 | 33 | 0 | 1 | 6 | 1 | 0 | 427 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 96 | 1263 | 12 | 0 | 18 | 1325 | 318 | 0 | 401 | 127 | 165 | 0 | 11 | 84 | 19 | 0 | 3839 |
| **APPROACH %'s :** | 7.00% | 92.12% | 0.88% | 0.00% | 1.08% | 79.77% | 19.15% | 0.00% | 57.86% | 18.33% | 23.81% | 0.00% | 9.65% | 73.68% | 16.67% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 48 | 692 | 4 | 0 | 7 | 750 | 185 | 0 | 244 | 63 | 79 | 0 | 8 | 46 | 11 | 0 | 2137 |
| **PEAK HR FACTOR :** | 0.632 | 0.844 | 0.500 | 0.000 | 0.583 | 0.852 | 0.723 | 0.000 | 0.836 | 0.477 | 0.790 | 0.000 | 0.667 | 0.676 | 0.688 | 0.000 | 0.920 |
| | 0.857 | | | | 0.906 | | | | 0.791 | | | | 0.739 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 22 | 159 | 2 | 0 | 9 | 185 | 44 | 0 | 35 | 7 | 27 | 0 | 3 | 10 | 4 | 0 | 507 |
| 4:15 PM | 17 | 143 | 4 | 0 | 7 | 189 | 40 | 0 | 36 | 11 | 24 | 0 | 3 | 14 | 1 | 0 | 489 |
| 4:30 PM | 17 | 140 | 10 | 0 | 7 | 177 | 16 | 0 | 39 | 6 | 27 | 0 | 1 | 5 | 4 | 0 | 449 |
| 4:45 PM | 17 | 135 | 2 | 0 | 6 | 191 | 29 | 0 | 25 | 13 | 31 | 0 | 3 | 12 | 6 | 0 | 470 |
| 5:00 PM | 18 | 180 | 0 | 0 | 6 | 175 | 26 | 0 | 32 | 20 | 24 | 0 | 3 | 14 | 3 | 0 | 501 |
| 5:15 PM | 27 | 180 | 2 | 0 | 7 | 196 | 29 | 0 | 28 | 9 | 21 | 0 | 2 | 15 | 8 | 0 | 524 |
| 5:30 PM | 25 | 149 | 5 | 0 | 7 | 170 | 30 | 0 | 35 | 14 | 14 | 0 | 7 | 12 | 7 | 0 | 475 |
| 5:45 PM | 12 | 120 | 4 | 0 | 8 | 166 | 25 | 0 | 29 | 14 | 19 | 0 | 2 | 11 | 3 | 0 | 413 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 155 | 1206 | 29 | 0 | 57 | 1449 | 239 | 0 | 259 | 94 | 187 | 0 | 24 | 93 | 36 | 0 | 3828 |
| **APPROACH %'s :** | 11.15% | 86.76% | 2.09% | 0.00% | 3.27% | 83.04% | 13.70% | 0.00% | 47.96% | 17.41% | 34.63% | 0.00% | 15.69% | 60.78% | 23.53% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 87 | 644 | 9 | 0 | 26 | 732 | 114 | 0 | 120 | 56 | 90 | 0 | 15 | 53 | 24 | 0 | 1970 |
| **PEAK HR FACTOR :** | 0.806 | 0.894 | 0.450 | 0.000 | 0.929 | 0.934 | 0.950 | 0.000 | 0.857 | 0.700 | 0.726 | 0.000 | 0.536 | 0.883 | 0.750 | 0.000 | 0.940 |
| | 0.885 | | | | 0.940 | | | | 0.875 | | | | 0.885 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Cottonwood Ave/N Brinton St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-016
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | State St | | | | State St | | | | Cottonwood Ave/N Brinton St | | | | Cottonwood Ave/N Brinton St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 4 | 144 | 1 | 0 | 2 | 116 | 40 | 0 | 80 | 23 | 8 | 0 | 1 | 7 | 0 | 0 | 426 |
| 7:15 AM | 11 | 166 | 1 | 0 | 0 | 167 | 63 | 0 | 72 | 33 | 16 | 0 | 0 | 13 | 4 | 0 | 546 |
| 7:30 AM | 6 | 195 | 2 | 0 | 3 | 187 | 45 | 0 | 56 | 9 | 25 | 0 | 2 | 15 | 3 | 0 | 548 |
| 7:45 AM | 12 | 200 | 0 | 0 | 2 | 215 | 37 | 0 | 60 | 9 | 20 | 0 | 3 | 6 | 3 | 0 | 567 |
| 8:00 AM | 18 | 118 | 0 | 0 | 2 | 162 | 38 | 0 | 51 | 9 | 18 | 0 | 3 | 9 | 1 | 0 | 429 |
| 8:15 AM | 13 | 144 | 2 | 0 | 3 | 139 | 32 | 0 | 31 | 13 | 21 | 0 | 1 | 10 | 3 | 0 | 412 |
| 8:30 AM | 15 | 133 | 2 | 0 | 3 | 132 | 34 | 0 | 25 | 9 | 23 | 0 | 0 | 14 | 4 | 0 | 394 |
| 8:45 AM | 13 | 126 | 3 | 0 | 3 | 170 | 26 | 0 | 17 | 15 | 32 | 0 | 0 | 6 | 1 | 0 | 412 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 92 | 1226 | 11 | 0 | 18 | 1288 | 315 | 0 | 392 | 120 | 163 | 0 | 10 | 80 | 19 | 0 | 3734 |
| **APPROACH %'s :** | 6.92% | 92.25% | 0.83% | 0.00% | 1.11% | 79.46% | 19.43% | 0.00% | 58.07% | 17.78% | 24.15% | 0.00% | 9.17% | 73.39% | 17.43% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 47 | 679 | 3 | 0 | 7 | 731 | 183 | 0 | 239 | 60 | 79 | 0 | 8 | 43 | 11 | 0 | 2090 |
| **PEAK HR FACTOR :** | 0.65 | 0.849 | 0.375 | 0.000 | 0.583 | 0.850 | 0.726 | 0.000 | 0.830 | 0.455 | 0.790 | 0.000 | 0.667 | 0.717 | 0.688 | 0.000 | 0.922 |
| | 0.860 | | | | 0.906 | | | | 0.781 | | | | 0.775 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 20 | 155 | 2 | 0 | 9 | 182 | 43 | 0 | 35 | 7 | 27 | 0 | 3 | 9 | 4 | 0 | 496 |
| 4:15 PM | 17 | 139 | 3 | 0 | 7 | 185 | 37 | 0 | 35 | 10 | 23 | 0 | 3 | 14 | 1 | 0 | 474 |
| 4:30 PM | 17 | 138 | 10 | 0 | 6 | 172 | 15 | 0 | 38 | 6 | 27 | 0 | 0 | 4 | 4 | 0 | 437 |
| 4:45 PM | 17 | 130 | 2 | 0 | 6 | 188 | 29 | 0 | 24 | 13 | 30 | 0 | 3 | 12 | 6 | 0 | 460 |
| 5:00 PM | 18 | 178 | 0 | 0 | 6 | 172 | 26 | 0 | 32 | 20 | 24 | 0 | 3 | 14 | 3 | 0 | 496 |
| 5:15 PM | 27 | 175 | 2 | 0 | 7 | 194 | 29 | 0 | 28 | 9 | 21 | 0 | 2 | 14 | 8 | 0 | 516 |
| 5:30 PM | 25 | 144 | 5 | 0 | 7 | 169 | 30 | 0 | 34 | 14 | 14 | 0 | 7 | 12 | 7 | 0 | 468 |
| 5:45 PM | 12 | 119 | 4 | 0 | 8 | 162 | 25 | 0 | 29 | 14 | 19 | 0 | 2 | 11 | 3 | 0 | 408 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 153 | 1178 | 28 | 0 | 56 | 1424 | 234 | 0 | 255 | 93 | 185 | 0 | 23 | 90 | 36 | 0 | 3755 |
| **APPROACH %'s :** | 11.26% | 86.68% | 2.06% | 0.00% | 3.27% | 83.08% | 13.65% | 0.00% | 47.84% | 17.45% | 34.71% | 0.00% | 15.44% | 60.40% | 24.16% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 87 | 627 | 9 | 0 | 26 | 723 | 114 | 0 | 118 | 56 | 89 | 0 | 15 | 52 | 24 | 0 | 1940 |
| **PEAK HR FACTOR :** | 0.81 | 0.881 | 0.450 | 0.000 | 0.929 | 0.932 | 0.950 | 0.000 | 0.868 | 0.700 | 0.742 | 0.000 | 0.536 | 0.929 | 0.750 | 0.000 | 0.940 |
| | 0.886 | | | | 0.938 | | | | 0.865 | | | | 0.875 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Cottonwood Ave/N Brinton St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-016
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | State St | | | | State St | | | | Cottonwood Ave/N Brinton St | | | | Cottonwood Ave/N Brinton St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 AM | 0 | 5 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 10 |
| 7:45 AM | 0 | 5 | 0 | 0 | 0 | 5 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:00 AM | 1 | 1 | 1 | 0 | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 14 |
| 8:15 AM | 2 | 8 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:30 AM | 0 | 8 | 0 | 0 | 0 | 7 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 21 |
| 8:45 AM | 1 | 7 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 15 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 4 | 37 | 1 | 0 | 0 | 37 | 3 | 0 | 9 | 7 | 2 | 0 | 1 | 4 | 0 | 0 | 105 |
| **APPROACH %'s :** | 9.52% | 88.10% | 2.38% | 0.00% | 0.00% | 92.50% | 7.50% | 0.00% | 50.00% | 38.89% | 11.11% | 0.00% | 20.00% | 80.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 13 | 1 | 0 | 0 | 19 | 2 | 0 | 5 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 47 |
| **PEAK HR FACTOR :** | 0.250 | 0.650 | 0.250 | 0.000 | 0.000 | 0.594 | 0.500 | 0.000 | 0.625 | 0.375 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.839 |
| | 0.750 | | | | 0.656 | | | | 0.667 | | | | 0.375 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 2 | 4 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 11 |
| 4:15 PM | 0 | 4 | 1 | 0 | 0 | 4 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 4:30 PM | 0 | 2 | 0 | 0 | 1 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 12 |
| 4:45 PM | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:00 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:15 PM | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| 5:30 PM | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 28 | 1 | 0 | 1 | 25 | 5 | 0 | 4 | 1 | 2 | 0 | 1 | 3 | 0 | 0 | 73 |
| **APPROACH %'s :** | 6.45% | 90.32% | 3.23% | 0.00% | 3.23% | 80.65% | 16.13% | 0.00% | 57.14% | 14.29% | 28.57% | 0.00% | 25.00% | 75.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 17 | 0 | 0 | 0 | 9 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 30 |
| **PEAK HR FACTOR :** | 0.00 | 0.850 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.500 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.750 |
| | 0.850 | | | | 0.750 | | | | 0.375 | | | | 0.250 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Cottonwood Ave/N Brinton St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-016
**Date:** 5/8/2019

## Bikes

| NS/EW Streets: | State St | | | | State St | | | | Cottonwood Ave/N Brinton St | | | | Cottonwood Ave/N Brinton St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 75.00% | 0.00% | 25.00% | 0.00% | | | | | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.417 |
| | 0.250 | | | | 0.000 | | | | 0.500 | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 6 | 0 | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 75.00% | 25.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 4 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| **PEAK HR FACTOR :** | 0.00 | 0.500 | 0.000 | 0.000 | 0.000 | 0.750 | 0.750 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.688 |
| | 0.500 | | | | 0.750 | | | | 0.250 | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Cottonwood Ave/N Brinton St **Project ID:** 19-06063-016
**City:** San Jacinto **Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | State St | | State St | | Cottonwood Ave/N Brinton St | | Cottonwood Ave/N Brinton St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 1 | 0 | 2 | 0 | 5 | 0 | 1 | 1 | 10 |
| 7:15 AM | 7 | 0 | 1 | 0 | 4 | 0 | 2 | 0 | 14 |
| 7:30 AM | 0 | 0 | 2 | 0 | 5 | 4 | 3 | 0 | 14 |
| 7:45 AM | 1 | 0 | 2 | 0 | 3 | 3 | 0 | 0 | 9 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 1 | 8 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 8:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 9 | 0 | 9 | 0 | 21 | 7 | 10 | 4 | 60 |
| **APPROACH %'s :** | 100.00% | 0.00% | 100.00% | 0.00% | 75.00% | 25.00% | 71.43% | 28.57% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 8 | 0 | 5 | 0 | 12 | 7 | 5 | 0 | 37 |
| **PEAK HR FACTOR :** | 0.286 | | 0.625 | | 0.600 | 0.438 | 0.417 | | 0.661 |
| | 0.286 | | 0.625 | | 0.528 | | 0.417 | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 4 |
| 4:30 PM | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 2 | 1 | 2 | 7 | 7 | 0 | 1 | 20 |
| **APPROACH %'s :** | 0.00% | 100.00% | 33.33% | 66.67% | 50.00% | 50.00% | 0.00% | 100.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 1 | 0 | 3 | 3 | 0 | 0 | 8 |
| **PEAK HR FACTOR :** | | 0.250 | 0.250 | | 0.375 | 0.375 | | | 0.667 |
| | 0.250 | | 0.250 | | 0.500 | | | | |

Prepared by National Data & Surveying Services

# State St & Cottonwood Ave/N Brinton St

## Peak Hour Turning Movement Count

**ID:** 19-06063-016
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

| PEAK HOURS | COUNT PERIODS |
|---|---|
| 07:15 AM - 08:15 AM | 07:00 AM - 09:00 AM |
| NONE | NONE |
| 04:45 PM - 05:45 PM | 04:00 PM - 06:00 PM |

### State St — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 185 | 750 | 7 | 0 | 947 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 114 | 732 | 26 | 0 | 788 | PM |

### Cottonwood Ave/N Brinton St — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 279 | 0 | 254 | |
| 0 | 0 | 0 | 0 |
| 244 | 0 | 120 | 1 |
| 63 | 0 | 56 | 1 |
| 79 | 0 | 90 | 1 |

### Cottonwood Ave/N Brinton St — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 24 | 0 | 11 | 0 |
| 53 | 0 | 46 | 1 |
| 15 | 0 | 8 | 1 |
| 0 | 0 | 0 | 0 |
| 91 | 0 | 74 | |

### State St — NORTHBOUND

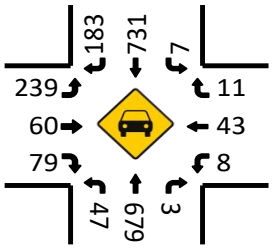
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 837 | 0 | 87 | 644 | 9 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 837 | 0 | 48 | 692 | 4 | AM |

| | 0 | 2 | 1 | 0 |
|---|---|---|---|---|

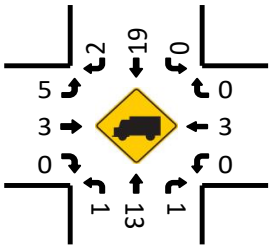
| | 0 | 1 | 2 | 0 |
|---|---|---|---|---|

| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 2137 AM | 0 NOON | 1970 PM |
| PHF | 0.92 | | 0.94 |

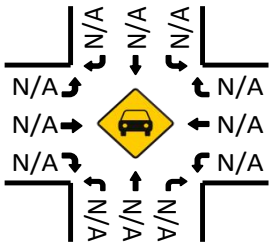
### Cars (AM)



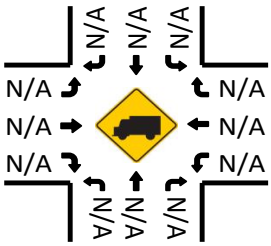

### HT (AM)



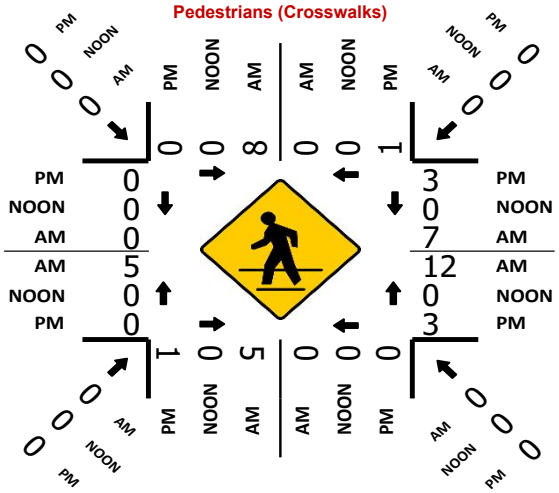

### Cars (NOON)



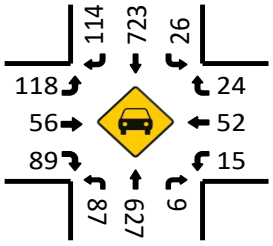

### HT (NOON)



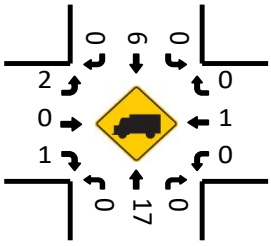

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-017
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | State St | | | | State St | | | | W 7th St | | | | W 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 7 | 119 | 17 | 0 | 8 | 101 | 10 | 0 | 15 | 68 | 9 | 0 | 13 | 53 | 21 | 0 | 441 |
| 7:15 AM | 10 | 121 | 18 | 0 | 7 | 141 | 19 | 0 | 13 | 63 | 9 | 0 | 20 | 73 | 14 | 0 | 508 |
| 7:30 AM | 6 | 160 | 11 | 0 | 23 | 181 | 5 | 0 | 17 | 48 | 14 | 0 | 25 | 61 | 28 | 0 | 579 |
| 7:45 AM | 11 | 166 | 12 | 0 | 14 | 184 | 15 | 0 | 20 | 70 | 18 | 0 | 23 | 78 | 27 | 0 | 638 |
| 8:00 AM | 13 | 120 | 7 | 0 | 13 | 155 | 16 | 0 | 3 | 43 | 8 | 0 | 17 | 65 | 12 | 0 | 472 |
| 8:15 AM | 8 | 135 | 15 | 0 | 16 | 123 | 13 | 0 | 11 | 46 | 13 | 0 | 20 | 55 | 24 | 0 | 479 |
| 8:30 AM | 10 | 114 | 10 | 0 | 8 | 119 | 12 | 0 | 16 | 56 | 10 | 0 | 23 | 50 | 17 | 0 | 445 |
| 8:45 AM | 10 | 106 | 8 | 0 | 23 | 165 | 19 | 0 | 11 | 45 | 27 | 0 | 24 | 51 | 20 | 0 | 509 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 75 | 1041 | 98 | 0 | 112 | 1169 | 109 | 0 | 106 | 439 | 108 | 0 | 165 | 486 | 163 | 0 | 4071 |
| **APPROACH %'s :** | 6.18% | 85.75% | 8.07% | 0.00% | 8.06% | 84.10% | 7.84% | 0.00% | 16.23% | 67.23% | 16.54% | 0.00% | 20.27% | 59.71% | 20.02% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 40 | 567 | 48 | 0 | 57 | 661 | 55 | 0 | 53 | 224 | 49 | 0 | 85 | 277 | 81 | 0 | 2197 |
| **PEAK HR FACTOR :** | 0.769 | 0.854 | 0.667 | 0.000 | 0.620 | 0.898 | 0.724 | 0.000 | 0.663 | 0.800 | 0.681 | 0.000 | 0.850 | 0.888 | 0.723 | 0.000 | 0.861 |
| | 0.866 | | | | 0.907 | | | | 0.755 | | | | 0.865 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 17 | 153 | 20 | 0 | 28 | 173 | 14 | 0 | 13 | 58 | 24 | 0 | 23 | 71 | 19 | 0 | 613 |
| 4:15 PM | 22 | 141 | 20 | 0 | 26 | 174 | 13 | 0 | 16 | 60 | 23 | 0 | 25 | 70 | 9 | 0 | 599 |
| 4:30 PM | 15 | 136 | 24 | 0 | 23 | 161 | 12 | 0 | 10 | 74 | 17 | 0 | 23 | 70 | 23 | 0 | 588 |
| 4:45 PM | 23 | 137 | 23 | 0 | 24 | 168 | 14 | 0 | 12 | 70 | 18 | 0 | 35 | 61 | 18 | 0 | 603 |
| 5:00 PM | 21 | 154 | 26 | 0 | 27 | 166 | 23 | 0 | 20 | 75 | 28 | 0 | 23 | 94 | 30 | 0 | 687 |
| 5:15 PM | 14 | 142 | 21 | 0 | 15 | 166 | 12 | 0 | 18 | 60 | 23 | 0 | 25 | 60 | 20 | 0 | 576 |
| 5:30 PM | 17 | 137 | 18 | 0 | 22 | 156 | 15 | 0 | 16 | 46 | 18 | 0 | 23 | 56 | 16 | 0 | 540 |
| 5:45 PM | 8 | 121 | 23 | 0 | 19 | 150 | 13 | 0 | 11 | 56 | 10 | 0 | 13 | 57 | 14 | 0 | 495 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 137 | 1121 | 175 | 0 | 184 | 1314 | 116 | 0 | 116 | 499 | 161 | 0 | 190 | 539 | 149 | 0 | 4701 |
| **APPROACH %'s :** | 9.56% | 78.23% | 12.21% | 0.00% | 11.40% | 81.41% | 7.19% | 0.00% | 14.95% | 64.30% | 20.75% | 0.00% | 21.64% | 61.39% | 16.97% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 81 | 568 | 93 | 0 | 100 | 669 | 62 | 0 | 58 | 279 | 86 | 0 | 106 | 295 | 80 | 0 | 2477 |
| **PEAK HR FACTOR :** | 0.880 | 0.922 | 0.894 | 0.000 | 0.926 | 0.961 | 0.674 | 0.000 | 0.725 | 0.930 | 0.768 | 0.000 | 0.757 | 0.785 | 0.667 | 0.000 | 0.901 |
| | 0.923 | | | | 0.962 | | | | 0.860 | | | | 0.818 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-017
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | State St | | | | State St | | | | W 7th St | | | | W 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 6 | 118 | 17 | 0 | 8 | 98 | 10 | 0 | 15 | 68 | 9 | 0 | 13 | 52 | 21 | 0 | 435 |
| 7:15 AM | 9 | 116 | 18 | 0 | 7 | 141 | 18 | 0 | 12 | 62 | 9 | 0 | 20 | 73 | 14 | 0 | 499 |
| 7:30 AM | 5 | 159 | 11 | 0 | 23 | 178 | 5 | 0 | 17 | 46 | 13 | 0 | 25 | 60 | 28 | 0 | 570 |
| 7:45 AM | 11 | 163 | 12 | 0 | 14 | 179 | 14 | 0 | 20 | 70 | 18 | 0 | 22 | 78 | 27 | 0 | 628 |
| 8:00 AM | 13 | 116 | 6 | 0 | 12 | 148 | 16 | 0 | 3 | 41 | 8 | 0 | 17 | 64 | 12 | 0 | 456 |
| 8:15 AM | 8 | 130 | 14 | 0 | 16 | 120 | 13 | 0 | 11 | 46 | 13 | 0 | 19 | 52 | 22 | 0 | 464 |
| 8:30 AM | 9 | 109 | 10 | 0 | 8 | 114 | 12 | 0 | 14 | 54 | 8 | 0 | 22 | 50 | 17 | 0 | 427 |
| 8:45 AM | 10 | 97 | 8 | 0 | 23 | 160 | 17 | 0 | 11 | 43 | 25 | 0 | 23 | 51 | 20 | 0 | 488 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 71 | 1008 | 96 | 0 | 111 | 1138 | 105 | 0 | 103 | 430 | 103 | 0 | 161 | 480 | 161 | 0 | 3967 |
| **APPROACH %'s :** | 6.04% | 85.79% | 8.17% | 0.00% | 8.20% | 84.05% | 7.75% | 0.00% | 16.19% | 67.61% | 16.19% | 0.00% | 20.07% | 59.85% | 20.07% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 38 | 554 | 47 | 0 | 56 | 646 | 53 | 0 | 52 | 219 | 48 | 0 | 84 | 275 | 81 | 0 | 2153 |
| **PEAK HR FACTOR :** | 0.73 | 0.850 | 0.653 | 0.000 | 0.609 | 0.902 | 0.736 | 0.000 | 0.650 | 0.782 | 0.667 | 0.000 | 0.840 | 0.881 | 0.723 | 0.000 | 0.857 |
| | | 0.859 | | | | 0.912 | | | | 0.738 | | | | 0.866 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 16 | 149 | 19 | 0 | 28 | 169 | 13 | 0 | 13 | 58 | 22 | 0 | 22 | 69 | 17 | 0 | 595 |
| 4:15 PM | 19 | 136 | 19 | 0 | 26 | 169 | 13 | 0 | 16 | 60 | 22 | 0 | 25 | 68 | 9 | 0 | 582 |
| 4:30 PM | 15 | 134 | 23 | 0 | 23 | 157 | 12 | 0 | 10 | 74 | 17 | 0 | 22 | 69 | 23 | 0 | 579 |
| 4:45 PM | 23 | 134 | 22 | 0 | 24 | 166 | 14 | 0 | 12 | 69 | 17 | 0 | 35 | 61 | 17 | 0 | 594 |
| 5:00 PM | 21 | 152 | 26 | 0 | 27 | 164 | 23 | 0 | 20 | 75 | 27 | 0 | 23 | 94 | 29 | 0 | 681 |
| 5:15 PM | 13 | 137 | 21 | 0 | 15 | 164 | 12 | 0 | 18 | 60 | 23 | 0 | 23 | 58 | 20 | 0 | 564 |
| 5:30 PM | 17 | 131 | 17 | 0 | 22 | 155 | 15 | 0 | 16 | 46 | 17 | 0 | 23 | 55 | 16 | 0 | 530 |
| 5:45 PM | 8 | 120 | 23 | 0 | 19 | 147 | 12 | 0 | 11 | 56 | 10 | 0 | 13 | 55 | 14 | 0 | 488 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 132 | 1093 | 170 | 0 | 184 | 1291 | 114 | 0 | 116 | 498 | 155 | 0 | 186 | 529 | 145 | 0 | 4613 |
| **APPROACH %'s :** | 9.46% | 78.35% | 12.19% | 0.00% | 11.58% | 81.25% | 7.17% | 0.00% | 15.08% | 64.76% | 20.16% | 0.00% | 21.63% | 61.51% | 16.86% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 78 | 556 | 90 | 0 | 100 | 656 | 62 | 0 | 58 | 278 | 83 | 0 | 105 | 292 | 78 | 0 | 2436 |
| **PEAK HR FACTOR :** | 0.85 | 0.914 | 0.865 | 0.000 | 0.926 | 0.970 | 0.674 | 0.000 | 0.725 | 0.927 | 0.769 | 0.000 | 0.750 | 0.777 | 0.672 | 0.000 | 0.894 |
| | | 0.910 | | | | 0.956 | | | | 0.859 | | | | 0.813 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-017
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | State St | | | | State St | | | | W 7th St | | | | W 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 7:15 AM | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:30 AM | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 9 |
| 7:45 AM | 0 | 3 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 10 |
| 8:00 AM | 0 | 4 | 1 | 0 | 1 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 16 |
| 8:15 AM | 0 | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 15 |
| 8:30 AM | 1 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 18 |
| 8:45 AM | 0 | 9 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 21 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 4 | 33 | 2 | 0 | 1 | 31 | 4 | 0 | 3 | 9 | 5 | 0 | 4 | 6 | 2 | 0 | 104 |
| **APPROACH %'s :** | 10.26% | 84.62% | 5.13% | 0.00% | 2.78% | 86.11% | 11.11% | 0.00% | 17.65% | 52.94% | 29.41% | 0.00% | 33.33% | 50.00% | 16.67% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 13 | 1 | 0 | 1 | 15 | 2 | 0 | 1 | 5 | 1 | 0 | 1 | 2 | 0 | 0 | 44 |
| **PEAK HR FACTOR :** | 0.500 | 0.650 | 0.250 | 0.000 | 0.250 | 0.536 | 0.500 | 0.000 | 0.250 | 0.625 | 0.250 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.688 |
| | 0.667 | | | | 0.563 | | | | 0.583 | | | | 0.750 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 1 | 4 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 2 | 0 | 18 |
| 4:15 PM | 3 | 5 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 17 |
| 4:30 PM | 0 | 2 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 9 |
| 4:45 PM | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 9 |
| 5:00 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 |
| 5:15 PM | 1 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 12 |
| 5:30 PM | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 10 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 7 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 5 | 28 | 5 | 0 | 0 | 23 | 2 | 0 | 0 | 1 | 6 | 0 | 4 | 10 | 4 | 0 | 88 |
| **APPROACH %'s :** | 13.16% | 73.68% | 13.16% | 0.00% | 0.00% | 92.00% | 8.00% | 0.00% | 0.00% | 14.29% | 85.71% | 0.00% | 22.22% | 55.56% | 22.22% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 12 | 3 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 3 | 2 | 0 | 41 |
| **PEAK HR FACTOR :** | 0.25 | 0.600 | 0.750 | 0.000 | 0.000 | 0.650 | 0.000 | 0.000 | 0.000 | 0.250 | 0.750 | 0.000 | 0.250 | 0.375 | 0.500 | 0.000 | 0.603 |
| | 0.500 | | | | 0.650 | | | | 0.500 | | | | 0.750 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-017
**Date:** 5/8/2019

## Bikes

| NS/EW Streets: | State St | | | | State St | | | | W 7th St | | | | W 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.750 |
| | 0.250 | | | | 0.250 | | | | | | | | 0.250 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **APPROACH %'s :** | 20.00% | 0.00% | 80.00% | 0.00% | 33.33% | 66.67% | 0.00% | 0.00% | | | | | | | | | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **PEAK HR FACTOR :** | 0.25 | 0.000 | 0.500 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.875 |
| | 0.625 | | | | 0.500 | | | | | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W 7th St
**City:** San Jacinto
**Project ID:** 19-06063-017
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | State St | | State St | | W 7th St | | W 7th St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 7:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 4 |
| 7:45 AM | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 4 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 3 |
| 8:30 AM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 5 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 2 | 0 | 2 | 1 | 2 | 4 | 4 | 7 | 22 |
| **APPROACH %'s :** | 100.00% | 0.00% | 66.67% | 33.33% | 33.33% | 66.67% | 36.36% | 63.64% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 1 | 1 | 2 | 2 | 4 | 11 |
| **PEAK HR FACTOR :** | 0.250 | | | 0.250 | 0.250 | 0.500 | 0.500 | 0.500 | 0.688 |
| | 0.250 | | 0.250 | | 0.375 | | 0.750 | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 4:45 PM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 5 |
| 5:00 PM | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 5:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 2 | 7 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 2 | 1 | 3 | 5 | 2 | 1 | 3 | 5 | 22 |
| **APPROACH %'s :** | 66.67% | 33.33% | 37.50% | 62.50% | 66.67% | 33.33% | 37.50% | 62.50% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 2 | 3 | 1 | 0 | 1 | 3 | 11 |
| **PEAK HR FACTOR :** | 0.250 | | 0.250 | 0.375 | 0.250 | | 0.250 | 0.375 | 0.550 |
| | 0.250 | | 0.625 | | 0.250 | | 0.333 | | |

Prepared by National Data & Surveying Services

# State St & W 7th St

## Peak Hour Turning Movement Count

**ID:** 19-06063-017
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:15 AM - 08:15 AM |
| NOON | NONE |
| PM | 04:15 PM - 05:15 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### State St — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 55 | 661 | 57 | 0 | 701 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 62 | 669 | 100 | 0 | 706 | PM |

### EASTBOUND — W 7th St

| AM | NOON | PM | | |
|---|---|---|---|---|
| 372 | 0 | 438 | ⇦ | |
| 0 | 0 | 0 | ↶ | 0 |
| 53 | 0 | 58 | ↱ | 1 |
| 224 | 0 | 279 | → | 1 |
| 49 | 0 | 86 | ↴ | 1 |
| AM | NOON | PM | | |

### WESTBOUND — W 7th St

| PM | NOON | AM | | |
|---|---|---|---|---|
| 80 | 0 | 81 | ↰ | 1 |
| 295 | 0 | 277 | ← | 1 |
| 106 | 0 | 85 | ↰ | 1 |
| 0 | 0 | 0 | ↷ | 0 |
| 472 | 0 | 329 | ⇨ | |
| PM | NOON | AM | | |

**CONTROL:** Signalized

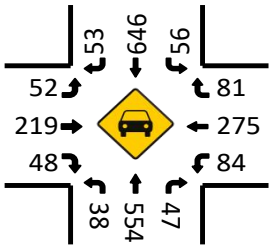
| | AM | NOON | PM |
|---|---|---|---|
| TEV | 2197 | 0 | 2477 |
| PHF | 0.86 | NOON | 0.90 |

### NORTHBOUND — State St

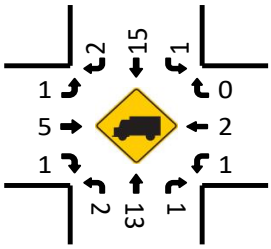
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 861 | 0 | 81 | 568 | 93 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 795 | 0 | 40 | 567 | 48 | AM |

0 2 1 0 (SB) · 0 1 2 0 (NB)

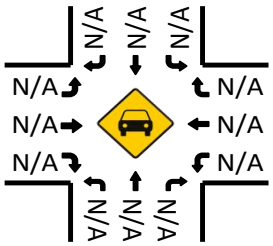
### Cars (AM)



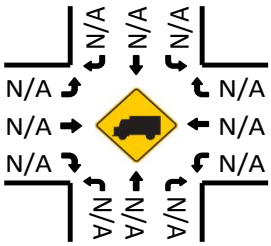

### HT (AM)



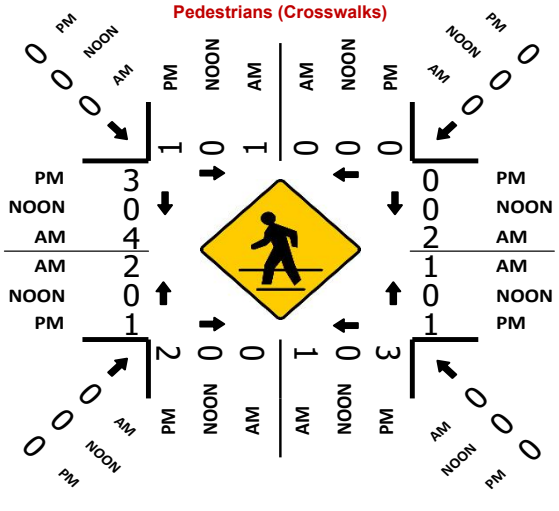

### Cars (NOON)




### HT (NOON)




### Pedestrians (Crosswalks)


PM
NOON
AM
0 0 0
1
0
1
PM 3
NOON 0
AM 4
AM 2
NOON 0
PM 1
0
0
0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-018
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | State St | | | | State St | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 4 | 109 | 43 | 0 | 28 | 83 | 8 | 0 | 5 | 49 | 4 | 0 | 18 | 79 | 33 | 2 | 465 |
| 7:15 AM | 5 | 132 | 29 | 0 | 36 | 121 | 18 | 0 | 17 | 63 | 10 | 0 | 28 | 77 | 26 | 1 | 563 |
| 7:30 AM | 6 | 141 | 15 | 0 | 28 | 155 | 21 | 0 | 10 | 86 | 13 | 0 | 22 | 98 | 31 | 0 | 626 |
| 7:45 AM | 19 | 147 | 21 | 0 | 40 | 137 | 18 | 0 | 18 | 70 | 14 | 0 | 20 | 86 | 36 | 0 | 626 |
| 8:00 AM | 9 | 104 | 34 | 0 | 38 | 150 | 17 | 0 | 11 | 63 | 15 | 0 | 20 | 69 | 28 | 1 | 559 |
| 8:15 AM | 11 | 121 | 35 | 0 | 37 | 96 | 15 | 0 | 8 | 80 | 13 | 0 | 21 | 95 | 32 | 0 | 564 |
| 8:30 AM | 11 | 79 | 32 | 0 | 45 | 107 | 9 | 0 | 11 | 60 | 11 | 0 | 34 | 99 | 43 | 1 | 542 |
| 8:45 AM | 11 | 83 | 14 | 0 | 56 | 134 | 17 | 0 | 8 | 89 | 11 | 1 | 22 | 93 | 35 | 1 | 575 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 76 | 916 | 223 | 0 | 308 | 983 | 123 | 0 | 88 | 560 | 91 | 1 | 185 | 696 | 264 | 6 | 4520 |
| **APPROACH %'s :** | 6.26% | 75.39% | 18.35% | 0.00% | 21.78% | 69.52% | 8.70% | 0.00% | 11.89% | 75.68% | 12.30% | 0.14% | 16.07% | 60.47% | 22.94% | 0.52% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 45 | 513 | 105 | 0 | 143 | 538 | 71 | 0 | 47 | 299 | 55 | 0 | 83 | 348 | 127 | 1 | 2375 |
| **PEAK HR FACTOR :** | 0.592 | 0.872 | 0.750 | 0.000 | 0.894 | 0.868 | 0.845 | 0.000 | 0.653 | 0.869 | 0.917 | 0.000 | 0.943 | 0.888 | 0.882 | 0.250 | 0.948 |
| | 0.886 | | | | 0.917 | | | | 0.920 | | | | 0.925 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 21 | 126 | 36 | 0 | 66 | 148 | 26 | 0 | 16 | 135 | 16 | 1 | 29 | 130 | 39 | 2 | 791 |
| 4:15 PM | 15 | 122 | 34 | 0 | 56 | 137 | 24 | 0 | 31 | 103 | 13 | 0 | 38 | 99 | 48 | 3 | 723 |
| 4:30 PM | 24 | 130 | 32 | 0 | 37 | 138 | 28 | 0 | 21 | 117 | 8 | 0 | 30 | 124 | 43 | 3 | 735 |
| 4:45 PM | 20 | 133 | 16 | 0 | 50 | 140 | 22 | 0 | 15 | 98 | 16 | 0 | 29 | 107 | 42 | 0 | 688 |
| 5:00 PM | 13 | 144 | 33 | 0 | 57 | 151 | 31 | 0 | 29 | 110 | 13 | 0 | 26 | 111 | 35 | 0 | 753 |
| 5:15 PM | 9 | 133 | 33 | 0 | 59 | 149 | 20 | 0 | 19 | 118 | 7 | 0 | 14 | 109 | 34 | 0 | 704 |
| 5:30 PM | 16 | 110 | 25 | 0 | 54 | 132 | 26 | 0 | 19 | 110 | 18 | 0 | 21 | 104 | 36 | 0 | 671 |
| 5:45 PM | 13 | 120 | 36 | 0 | 51 | 106 | 22 | 0 | 14 | 111 | 13 | 0 | 19 | 105 | 27 | 1 | 638 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 131 | 1018 | 245 | 0 | 430 | 1101 | 199 | 0 | 164 | 902 | 104 | 1 | 206 | 889 | 304 | 9 | 5703 |
| **APPROACH %'s :** | 9.40% | 73.03% | 17.58% | 0.00% | 24.86% | 63.64% | 11.50% | 0.00% | 14.01% | 77.03% | 8.88% | 0.09% | 14.63% | 63.14% | 21.59% | 0.64% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 80 | 511 | 118 | 0 | 209 | 563 | 100 | 0 | 83 | 453 | 53 | 1 | 126 | 460 | 172 | 8 | 2937 |
| **PEAK HR FACTOR :** | 0.833 | 0.961 | 0.819 | 0.000 | 0.792 | 0.951 | 0.893 | 0.000 | 0.669 | 0.839 | 0.828 | 0.250 | 0.829 | 0.885 | 0.896 | 0.667 | 0.928 |
| | 0.953 | | | | 0.908 | | | | 0.878 | | | | 0.958 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-018
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | State St | | | | State St | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 4 | 107 | 43 | 0 | 27 | 81 | 8 | 0 | 5 | 49 | 4 | 0 | 18 | 79 | 33 | 2 | 460 |
| 7:15 AM | 5 | 128 | 27 | 0 | 36 | 121 | 18 | 0 | 16 | 63 | 9 | 0 | 28 | 76 | 25 | 1 | 553 |
| 7:30 AM | 5 | 139 | 13 | 0 | 26 | 153 | 21 | 0 | 10 | 84 | 13 | 0 | 22 | 98 | 31 | 0 | 615 |
| 7:45 AM | 18 | 146 | 21 | 0 | 38 | 135 | 18 | 0 | 18 | 68 | 13 | 0 | 19 | 85 | 35 | 0 | 614 |
| 8:00 AM | 9 | 102 | 30 | 0 | 35 | 144 | 17 | 0 | 11 | 63 | 13 | 0 | 19 | 66 | 26 | 1 | 536 |
| 8:15 AM | 11 | 116 | 35 | 0 | 37 | 93 | 15 | 0 | 8 | 79 | 13 | 0 | 21 | 93 | 30 | 0 | 551 |
| 8:30 AM | 11 | 77 | 31 | 0 | 41 | 101 | 9 | 0 | 10 | 56 | 11 | 0 | 33 | 96 | 39 | 1 | 516 |
| 8:45 AM | 10 | 77 | 14 | 0 | 53 | 131 | 17 | 0 | 8 | 88 | 11 | 1 | 21 | 92 | 31 | 1 | 555 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 73 | 892 | 214 | 0 | 293 | 959 | 123 | 0 | 86 | 550 | 87 | 1 | 181 | 685 | 250 | 6 | 4400 |
| **APPROACH %'s :** | 6.19% | 75.66% | 18.15% | 0.00% | 21.31% | 69.75% | 8.95% | 0.00% | 11.88% | 75.97% | 12.02% | 0.14% | 16.13% | 61.05% | 22.28% | 0.53% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 43 | 503 | 99 | 0 | 136 | 525 | 71 | 0 | 47 | 294 | 52 | 0 | 81 | 342 | 122 | 1 | 2316 |
| **PEAK HR FACTOR :** | 0.60 | 0.861 | 0.707 | 0.000 | 0.895 | 0.858 | 0.845 | 0.000 | 0.653 | 0.875 | 1.000 | 0.000 | 0.920 | 0.872 | 0.871 | 0.250 | 0.941 |
| | 0.872 | | | | 0.915 | | | | 0.918 | | | | 0.904 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 20 | 123 | 36 | 0 | 65 | 143 | 25 | 0 | 15 | 135 | 16 | 1 | 29 | 130 | 38 | 2 | 778 |
| 4:15 PM | 15 | 117 | 34 | 0 | 55 | 133 | 23 | 0 | 31 | 103 | 12 | 0 | 38 | 97 | 45 | 3 | 706 |
| 4:30 PM | 24 | 127 | 31 | 0 | 36 | 135 | 26 | 0 | 21 | 117 | 8 | 0 | 29 | 124 | 43 | 3 | 724 |
| 4:45 PM | 20 | 130 | 16 | 0 | 50 | 139 | 20 | 0 | 15 | 97 | 15 | 0 | 29 | 107 | 41 | 0 | 679 |
| 5:00 PM | 13 | 140 | 33 | 0 | 56 | 149 | 31 | 0 | 29 | 110 | 13 | 0 | 26 | 108 | 35 | 0 | 743 |
| 5:15 PM | 9 | 131 | 33 | 0 | 58 | 146 | 20 | 0 | 18 | 118 | 7 | 0 | 14 | 108 | 33 | 0 | 695 |
| 5:30 PM | 16 | 106 | 25 | 0 | 53 | 131 | 26 | 0 | 18 | 110 | 18 | 0 | 21 | 104 | 34 | 0 | 662 |
| 5:45 PM | 13 | 119 | 35 | 0 | 51 | 103 | 22 | 0 | 14 | 110 | 13 | 0 | 19 | 105 | 27 | 1 | 632 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 130 | 993 | 243 | 0 | 424 | 1079 | 193 | 0 | 161 | 900 | 102 | 1 | 205 | 883 | 296 | 9 | 5619 |
| **APPROACH %'s :** | 9.52% | 72.69% | 17.79% | 0.00% | 25.00% | 63.62% | 11.38% | 0.00% | 13.83% | 77.32% | 8.76% | 0.09% | 14.72% | 63.39% | 21.25% | 0.65% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 79 | 497 | 117 | 0 | 206 | 550 | 94 | 0 | 82 | 452 | 51 | 1 | 125 | 458 | 167 | 8 | 2887 |
| **PEAK HR FACTOR :** | 0.82 | 0.956 | 0.813 | 0.000 | 0.792 | 0.962 | 0.904 | 0.000 | 0.661 | 0.837 | 0.797 | 0.250 | 0.822 | 0.881 | 0.928 | 0.667 | 0.928 |
| | 0.952 | | | | 0.912 | | | | 0.877 | | | | 0.952 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-018
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | State St | | | | State St | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 AM | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 10 |
| 7:30 AM | 1 | 2 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:45 AM | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 12 |
| 8:00 AM | 0 | 2 | 4 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 2 | 0 | 23 |
| 8:15 AM | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 13 |
| 8:30 AM | 0 | 2 | 1 | 0 | 4 | 6 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 3 | 4 | 0 | 26 |
| 8:45 AM | 1 | 6 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 4 | 0 | 20 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 24 | 9 | 0 | 15 | 24 | 0 | 0 | 2 | 10 | 4 | 0 | 4 | 11 | 14 | 0 | 120 |
| **APPROACH %'s :** | 8.33% | 66.67% | 25.00% | 0.00% | 38.46% | 61.54% | 0.00% | 0.00% | 12.50% | 62.50% | 25.00% | 0.00% | 13.79% | 37.93% | 48.28% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 10 | 6 | 0 | 7 | 13 | 0 | 0 | 0 | 5 | 3 | 0 | 2 | 6 | 5 | 0 | 59 |
| **PEAK HR FACTOR :** | 0.500 | 0.500 | 0.375 | 0.000 | 0.583 | 0.542 | 0.000 | 0.000 | 0.000 | 0.625 | 0.375 | 0.000 | 0.500 | 0.500 | 0.625 | 0.000 | 0.641 |
| | 0.750 | | | | 0.556 | | | | 0.667 | | | | 0.542 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 1 | 3 | 0 | 0 | 1 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 13 |
| 4:15 PM | 0 | 5 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 3 | 0 | 17 |
| 4:30 PM | 0 | 3 | 1 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 |
| 4:45 PM | 0 | 3 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 9 |
| 5:00 PM | 0 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 10 |
| 5:15 PM | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 9 |
| 5:30 PM | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 |
| 5:45 PM | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 25 | 2 | 0 | 6 | 22 | 6 | 0 | 3 | 2 | 2 | 0 | 1 | 6 | 8 | 0 | 84 |
| **APPROACH %'s :** | 3.57% | 89.29% | 7.14% | 0.00% | 17.65% | 64.71% | 17.65% | 0.00% | 42.86% | 28.57% | 28.57% | 0.00% | 6.67% | 40.00% | 53.33% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 14 | 1 | 0 | 3 | 13 | 6 | 0 | 1 | 1 | 2 | 0 | 1 | 2 | 5 | 0 | 50 |
| **PEAK HR FACTOR :** | 0.25 | 0.700 | 0.250 | 0.000 | 0.750 | 0.650 | 0.750 | 0.000 | 0.250 | 0.250 | 0.500 | 0.000 | 0.250 | 0.250 | 0.417 | 0.000 | 0.735 |
| | 0.800 | | | | 0.786 | | | | 0.500 | | | | 0.400 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-018
**Date:** 5/8/2019

## Bikes

| NS/EW Streets: | State St | | | | State St | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 1 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 6 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 50.00% | 50.00% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 |
| | 0.250 | | | | | | | | | | | | 0.250 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 11 |
| **APPROACH %'s :** | 14.29% | 42.86% | 42.86% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **PEAK HR FACTOR :** | 0.00 | 0.375 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | 0.375 | | | | | | | | 0.500 | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W Esplanade Ave
**City:** San Jacinto
**Project ID:** 19-06063-018
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | State St | | State St | | W Esplanade Ave | | W Esplanade Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 7:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 8:30 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 1 | 7 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 2 | 9 | 3 | 0 | 3 | 1 | 1 | 2 | 21 |
| **APPROACH %'s :** | 18.18% | 81.82% | 100.00% | 0.00% | 75.00% | 25.00% | 33.33% | 66.67% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 6 | 1 | 0 | 1 | 0 | 1 | 1 | 11 |
| **PEAK HR FACTOR :** | 0.250 | 0.500 | 0.250 | | 0.250 | | 0.250 | 0.250 | 0.688 |
| | 0.583 | | 0.250 | | 0.250 | | 0.500 | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 3 | 1 | 0 | 0 | 2 | 3 | 2 | 1 | 12 |
| **APPROACH %'s :** | 75.00% | 25.00% | | | 40.00% | 60.00% | 66.67% | 33.33% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.250 | | | | 0.250 | 0.250 | | | 0.375 |
| | 0.250 | | | | 0.375 | | | | |

Prepared by National Data & Surveying Services

# State St & W Esplanade Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-018
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### SOUTHBOUND (State St)

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 71 | 538 | 143 | 0 | 687 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 100 | 563 | 209 | 0 | 766 | PM |

### EASTBOUND (W Esplanade Ave)

| AM | NOON | PM | | |
|---|---|---|---|---|
| 464 | 0 | 641 | ⇦ | |
| 0 | 0 | 1 | ↶ | 0 |
| 47 | 0 | 83 | ↱ | 1 |
| 299 | 0 | 453 | → | 2 |
| 55 | 0 | 53 | ↷ | 0 |
| AM | NOON | PM | | |

### WESTBOUND (W Esplanade Ave)

| PM | NOON | AM | | |
|---|---|---|---|---|
| 172 | 0 | 127 | ↶ | 0 |
| 460 | 0 | 348 | ← | 2 |
| 126 | 0 | 83 | ↰ | 1 |
| 8 | 0 | 1 | ↷ | 0 |
| 788 | 0 | 548 | ⇨ | |
| PM | NOON | AM | | |

### NORTHBOUND (State St)

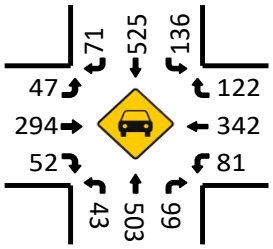
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 742 | 0 | 80 | 511 | 118 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 676 | 0 | 45 | 513 | 105 | AM |

### CONTROL

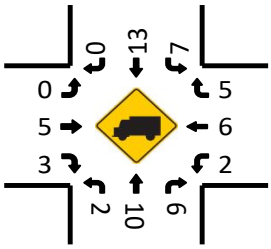
Signalized

| | | | |
|---|---|---|---|
| TEV | 2375 AM | 0 NOON | 2937 PM |
| PHF | 0.95 | | 0.93 |

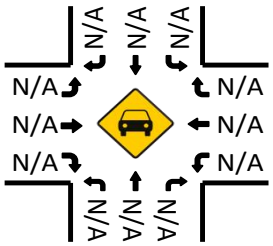
**Cars (AM)**



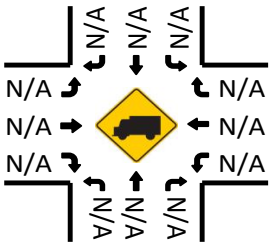

**HT (AM)**



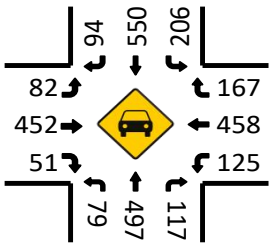

**Cars (NOON)**



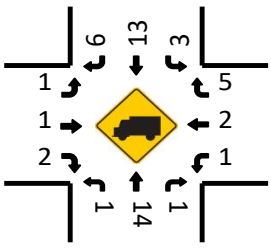

**HT (NOON)**



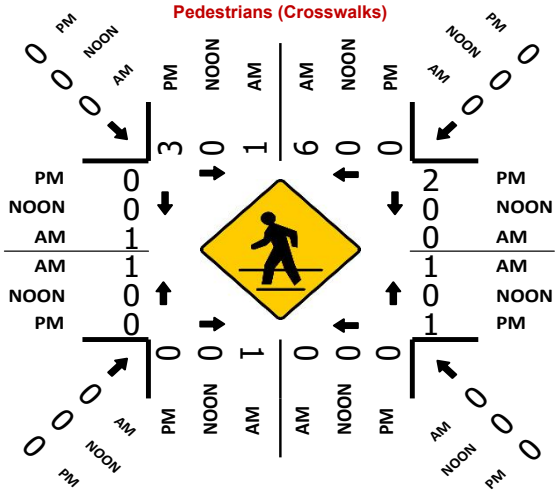

**Cars (PM)**




**HT (PM)**




**Pedestrians (Crosswalks)**



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-019
**Date:** 5/8/2019

## Total

| NS/EW Streets: | N San Jacinto Ave | | | | N San Jacinto Ave | | | | W Ramona Expy | | | | W Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 93 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 129 | 0 | 84 | 213 | 0 | 0 | 692 |
| 7:15 AM | 99 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 69 | 0 | 52 | 303 | 0 | 0 | 692 |
| 7:30 AM | 67 | 1 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 14 | 0 | 11 | 230 | 0 | 0 | 461 |
| 7:45 AM | 49 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 26 | 0 | 6 | 219 | 0 | 0 | 433 |
| 8:00 AM | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 21 | 0 | 4 | 197 | 0 | 0 | 353 |
| 8:15 AM | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 25 | 0 | 2 | 139 | 0 | 0 | 281 |
| 8:30 AM | 45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 29 | 0 | 1 | 141 | 0 | 0 | 305 |
| 8:45 AM | 29 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 28 | 0 | 1 | 121 | 0 | 0 | 275 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 434 | 1 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 849 | 341 | 0 | 161 | 1563 | 0 | 0 | 3492 |
| **APPROACH %'s :** | 75.09% | 0.17% | 24.74% | 0.00% | | | | | 0.00% | 71.34% | 28.66% | 0.00% | 9.34% | 90.66% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 308 | 1 | 138 | 0 | 0 | 0 | 0 | 0 | 0 | 475 | 238 | 0 | 153 | 965 | 0 | 0 | 2278 |
| **PEAK HR FACTOR :** | 0.778 | 0.250 | 0.639 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.935 | 0.461 | 0.000 | 0.455 | 0.796 | 0.000 | 0.000 | 0.823 |
| | 0.730 | | | | 0.696 | | | | | | | | 0.787 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 42 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 244 | 57 | 0 | 16 | 117 | 0 | 0 | 485 |
| 4:15 PM | 51 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 212 | 43 | 0 | 5 | 130 | 0 | 0 | 450 |
| 4:30 PM | 35 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 197 | 50 | 0 | 4 | 89 | 0 | 0 | 381 |
| 4:45 PM | 52 | 0 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 234 | 41 | 0 | 8 | 135 | 1 | 0 | 489 |
| 5:00 PM | 29 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 40 | 0 | 3 | 118 | 0 | 0 | 423 |
| 5:15 PM | 44 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 53 | 0 | 3 | 151 | 0 | 0 | 469 |
| 5:30 PM | 36 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 34 | 0 | 3 | 90 | 0 | 0 | 378 |
| 5:45 PM | 20 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 198 | 40 | 0 | 6 | 105 | 1 | 0 | 374 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 309 | 0 | 59 | 0 | 1 | 1 | 1 | 0 | 1 | 1734 | 358 | 0 | 48 | 935 | 2 | 0 | 3449 |
| **APPROACH %'s :** | 83.97% | 0.00% | 16.03% | 0.00% | 33.33% | 33.33% | 33.33% | 0.00% | 0.05% | 82.85% | 17.10% | 0.00% | 4.87% | 94.92% | 0.20% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 180 | 0 | 39 | 0 | 1 | 1 | 0 | 0 | 1 | 887 | 191 | 0 | 33 | 471 | 1 | 0 | 1805 |
| **PEAK HR FACTOR :** | 0.865 | 0.000 | 0.574 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.250 | 0.909 | 0.838 | 0.000 | 0.516 | 0.872 | 0.250 | 0.000 | 0.923 |
| | 0.793 | | | | 0.500 | | | | 0.893 | | | | 0.877 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-019
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N San Jacinto Ave | | | | N San Jacinto Ave | | | | W Ramona Expy | | | | W Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 92 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 129 | 0 | 83 | 211 | 0 | 0 | 682 |
| 7:15 AM | 99 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 68 | 0 | 52 | 299 | 0 | 0 | 679 |
| 7:30 AM | 67 | 1 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 14 | 0 | 11 | 228 | 0 | 0 | 454 |
| 7:45 AM | 49 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 25 | 0 | 6 | 218 | 0 | 0 | 428 |
| 8:00 AM | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 21 | 0 | 4 | 193 | 0 | 0 | 346 |
| 8:15 AM | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 25 | 0 | 2 | 136 | 0 | 0 | 273 |
| 8:30 AM | 44 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 29 | 0 | 1 | 136 | 0 | 0 | 295 |
| 8:45 AM | 29 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 28 | 0 | 1 | 119 | 0 | 0 | 271 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 432 | 1 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 813 | 339 | 0 | 160 | 1540 | 0 | 0 | 3428 |
| **APPROACH %'s :** | 75.00% | 0.17% | 24.83% | 0.00% | | | | | 0.00% | 70.57% | 29.43% | 0.00% | 9.41% | 90.59% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 307 | 1 | 138 | 0 | 0 | 0 | 0 | 0 | 0 | 453 | 236 | 0 | 152 | 956 | 0 | 0 | 2243 |
| **PEAK HR FACTOR :** | 0.78 | 0.250 | 0.639 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.936 | 0.457 | 0.000 | 0.458 | 0.799 | 0.000 | 0.000 | 0.822 |
| | 0.729 | | | | 0.000 | | | | 0.689 | | | | 0.789 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 42 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 239 | 57 | 0 | 16 | 112 | 0 | 0 | 475 |
| 4:15 PM | 51 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 43 | 0 | 5 | 127 | 0 | 0 | 446 |
| 4:30 PM | 34 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 196 | 50 | 0 | 4 | 84 | 0 | 0 | 374 |
| 4:45 PM | 51 | 0 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 232 | 41 | 0 | 8 | 134 | 1 | 0 | 485 |
| 5:00 PM | 29 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 224 | 39 | 0 | 3 | 118 | 0 | 0 | 421 |
| 5:15 PM | 44 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 52 | 0 | 3 | 149 | 0 | 0 | 464 |
| 5:30 PM | 35 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 33 | 0 | 3 | 86 | 0 | 0 | 369 |
| 5:45 PM | 20 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 193 | 40 | 0 | 6 | 103 | 1 | 0 | 367 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 306 | 0 | 59 | 0 | 1 | 1 | 1 | 0 | 1 | 1714 | 355 | 0 | 48 | 913 | 2 | 0 | 3401 |
| **APPROACH %'s :** | 83.84% | 0.00% | 16.16% | 0.00% | 33.33% | 33.33% | 33.33% | 0.00% | 0.05% | 82.80% | 17.15% | 0.00% | 4.98% | 94.81% | 0.21% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 178 | 0 | 39 | 0 | 1 | 1 | 0 | 0 | 1 | 878 | 191 | 0 | 33 | 457 | 1 | 0 | 1780 |
| **PEAK HR FACTOR :** | 0.87 | 0.000 | 0.574 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.250 | 0.918 | 0.838 | 0.000 | 0.516 | 0.853 | 0.250 | 0.000 | 0.918 |
| | 0.798 | | | | 0.500 | | | | 0.901 | | | | 0.858 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-019
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | N San Jacinto Ave | | | | N San Jacinto Ave | | | | W Ramona Expy | | | | W Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 2 | 0 | 0 | 10 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 4 | 0 | 0 | 13 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 7 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 5 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 7 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 8 |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 10 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 2 | 0 | 1 | 23 | 0 | 0 | 64 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 0.00% | | | | | 0.00% | 94.74% | 5.26% | 0.00% | 4.17% | 95.83% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 2 | 0 | 1 | 9 | 0 | 0 | 35 |
| **PEAK HR FACTOR :** | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.688 | 0.500 | 0.000 | 0.250 | 0.563 | 0.000 | 0.000 | 0.673 |
| | 0.250 | | | | | | | | 0.667 | | | | 0.625 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 10 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 4 |
| 4:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 7 |
| 4:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 5 |
| 5:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 9 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 7 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 3 | 0 | 0 | 22 | 0 | 0 | 48 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 0.00% | | | | | 0.00% | 86.96% | 13.04% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 14 | 0 | 0 | 25 |
| **PEAK HR FACTOR :** | 0.50 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.450 | 0.000 | 0.000 | 0.000 | 0.700 | 0.000 | 0.000 | 0.625 |
| | 0.500 | | | | | | | | 0.450 | | | | 0.700 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-019
**Date:** 5/8/2019

## Bikes

| NS/EW Streets: | N San Jacinto Ave | | | | N San Jacinto Ave | | | | W Ramona Expy | | | | W Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 7:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 8 |
| **APPROACH %'s :** | 50.00% | 0.00% | 50.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.625 |
| | 0.500 | | | | | | | | | | | | 0.375 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | 0.250 | | | | | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W Ramona Expy **Project ID:** 19-06063-019
**City:** San Jacinto **Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | N San Jacinto Ave | | N San Jacinto Ave | | W Ramona Expy | | W Ramona Expy | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 3 |
| **APPROACH %'s :** | | | 50.00% | 50.00% | | | 0.00% | 100.00% | |
| **PEAK HR :** | **07:00 AM - 08:00 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | | | 0.250 | | | | | | 0.250 |
| | | | 0.250 | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 |
| **APPROACH %'s :** | | | 66.67% | 33.33% | | | | | |
| **PEAK HR :** | **04:00 PM - 05:00 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | | | 0.500 | 0.250 | | | | | 0.375 |
| | | | 0.375 | | | | | | |

Prepared by National Data & Surveying Services

# N San Jacinto Ave & W Ramona Expy

## Peak Hour Turning Movement Count

**ID:** 19-06063-019
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 05:00 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### N San Jacinto Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 1 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 0 | 1 | 1 | 0 | 2 | PM |

### W Ramona Expy — EASTBOUND

| AM | NOON | PM | | |
|---|---|---|---|---|
| 1273 | 0 | 651 | | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 1 | 1 | |
| 475 | 0 | 887 | 2 | |
| 238 | 0 | 191 | 1 | |
| AM | NOON | PM | | |

### W Ramona Expy — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 1 | 0 | 0 | 0 |
| 471 | 0 | 965 | 2 |
| 33 | 0 | 153 | 1 |
| 0 | 0 | 0 | 0 |
| 927 | 0 | 613 | |
| PM | NOON | AM | |

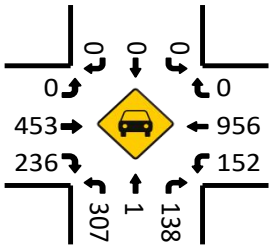
**CONTROL:** Signalized

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 2278 | 0 | 1805 |
| PHF | 0.82 | | 0.92 |

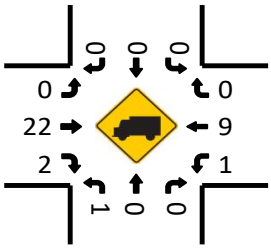
### N San Jacinto Ave — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 225 | 0 | 180 | 0 | 39 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 391 | 0 | 308 | 1 | 138 | AM |

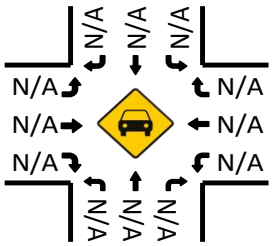
### Cars (AM)



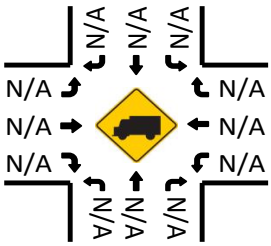

### HT (AM)



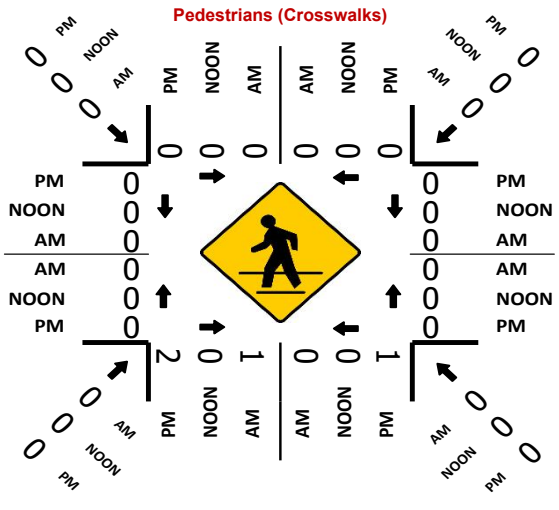

### Cars (NOON)




### HT (NOON)




### Pedestrians (Crosswalks)


PM NOON AM
0 0 0
0 0
0 0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Main St/Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-020
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | N San Jacinto Ave | | | | | N San Jacinto Ave | | | | | Main St/Ramona Blvd | | | | | Main St/Ramona Blvd | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | | | |
| | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| 7:00 AM | 1 | 64 | 0 | 0 | 60 | 1 | 53 | 6 | 0 | 0 | 11 | 7 | 1 | 0 | 0 | 2 | 10 | 1 | 0 | 14 | 0 | 1 | 13 | 28 | 0 | 273 |
| 7:15 AM | 3 | 39 | 0 | 0 | 62 | 3 | 78 | 14 | 0 | 1 | 3 | 14 | 6 | 0 | 1 | 3 | 19 | 0 | 0 | 20 | 0 | 0 | 7 | 31 | 0 | 304 |
| 7:30 AM | 1 | 50 | 3 | 0 | 72 | 0 | 73 | 11 | 0 | 1 | 5 | 8 | 2 | 0 | 1 | 6 | 21 | 2 | 0 | 16 | 0 | 0 | 11 | 50 | 0 | 333 |
| 7:45 AM | 2 | 40 | 2 | 0 | 49 | 3 | 57 | 7 | 0 | 0 | 0 | 19 | 6 | 0 | 0 | 3 | 10 | 3 | 0 | 11 | 0 | 0 | 11 | 48 | 0 | 271 |
| 8:00 AM | 1 | 26 | 5 | 0 | 40 | 1 | 38 | 1 | 0 | 0 | 0 | 12 | 4 | 0 | 0 | 1 | 12 | 0 | 0 | 9 | 0 | 1 | 9 | 64 | 0 | 224 |
| 8:15 AM | 5 | 25 | 1 | 0 | 54 | 1 | 31 | 3 | 0 | 0 | 0 | 14 | 2 | 0 | 1 | 3 | 21 | 2 | 0 | 8 | 0 | 0 | 6 | 56 | 0 | 233 |
| 8:30 AM | 6 | 24 | 2 | 0 | 50 | 2 | 31 | 2 | 0 | 0 | 1 | 13 | 7 | 0 | 1 | 3 | 9 | 1 | 0 | 10 | 0 | 1 | 10 | 50 | 1 | 224 |
| 8:45 AM | 3 | 36 | 1 | 0 | 39 | 1 | 38 | 0 | 0 | 0 | 4 | 16 | 4 | 0 | 0 | 3 | 7 | 0 | 0 | 10 | 0 | 1 | 10 | 61 | 1 | 235 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| **TOTAL VOLUMES :** | 22 | 304 | 14 | 0 | 426 | 12 | 399 | 44 | 0 | 2 | 24 | 103 | 32 | 0 | 4 | 24 | 109 | 9 | 0 | 98 | 0 | 4 | 77 | 388 | 2 | 2097 |
| **APPROACH %'s :** | 2.87% | 39.69% | 1.83% | 0.00% | 55.61% | 2.63% | 87.31% | 9.63% | 0.00% | 0.44% | 14.72% | 63.19% | 19.63% | 0.00% | 2.45% | 10.00% | 45.42% | 3.75% | 0.00% | 40.83% | 0.00% | 0.85% | 16.35% | 82.38% | 0.42% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 7 | 193 | 5 | 0 | 243 | 7 | 261 | 38 | 0 | 2 | 19 | 48 | 15 | 0 | 2 | 14 | 60 | 6 | 0 | 61 | 0 | 1 | 42 | 157 | 0 | 1181 |
| **PEAK HR FACTOR :** | 0.583 | 0.754 | 0.417 | 0.000 | 0.844 | 0.583 | 0.837 | 0.679 | 0.000 | 0.500 | 0.432 | 0.632 | 0.625 | 0.000 | 0.500 | 0.583 | 0.714 | 0.500 | 0.000 | 0.763 | 0.000 | 0.250 | 0.808 | 0.785 | 0.000 | 0.887 |
| | | | 0.889 | | | | | 0.802 | | | | | 0.840 | | | | | 0.783 | | | | | | | | |

| **PM** | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| 4:00 PM | 3 | 42 | 9 | 0 | 50 | 2 | 64 | 6 | 0 | 1 | 6 | 20 | 7 | 0 | 1 | 10 | 17 | 0 | 0 | 10 | 0 | 0 | 11 | 57 | 1 | 317 |
| 4:15 PM | 3 | 63 | 5 | 0 | 53 | 2 | 65 | 8 | 0 | 0 | 3 | 17 | 3 | 0 | 0 | 6 | 24 | 0 | 0 | 11 | 0 | 1 | 7 | 52 | 1 | 324 |
| 4:30 PM | 5 | 59 | 1 | 0 | 71 | 2 | 60 | 1 | 0 | 1 | 7 | 13 | 1 | 0 | 1 | 8 | 12 | 2 | 0 | 4 | 0 | 0 | 7 | 41 | 0 | 296 |
| 4:45 PM | 2 | 48 | 9 | 0 | 58 | 2 | 66 | 5 | 0 | 0 | 4 | 13 | 5 | 0 | 0 | 9 | 15 | 2 | 0 | 8 | 0 | 5 | 9 | 65 | 1 | 326 |
| 5:00 PM | 6 | 53 | 5 | 0 | 70 | 2 | 45 | 4 | 0 | 0 | 5 | 16 | 6 | 0 | 2 | 14 | 19 | 1 | 0 | 7 | 0 | 0 | 12 | 51 | 0 | 318 |
| 5:15 PM | 1 | 49 | 5 | 0 | 61 | 1 | 68 | 8 | 0 | 0 | 5 | 27 | 12 | 0 | 0 | 6 | 22 | 2 | 0 | 9 | 0 | 1 | 15 | 43 | 1 | 336 |
| 5:30 PM | 5 | 50 | 9 | 0 | 68 | 0 | 37 | 3 | 0 | 1 | 3 | 20 | 4 | 0 | 0 | 8 | 16 | 2 | 0 | 7 | 0 | 0 | 5 | 59 | 3 | 300 |
| 5:45 PM | 4 | 32 | 5 | 0 | 46 | 1 | 45 | 0 | 0 | 0 | 3 | 14 | 4 | 0 | 0 | 12 | 22 | 1 | 0 | 8 | 0 | 0 | 7 | 48 | 0 | 252 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| **TOTAL VOLUMES :** | 29 | 396 | 48 | 0 | 477 | 12 | 450 | 35 | 0 | 3 | 36 | 140 | 42 | 0 | 4 | 73 | 147 | 10 | 0 | 64 | 0 | 7 | 73 | 416 | 7 | 2469 |
| **APPROACH %'s :** | 3.05% | 41.68% | 5.05% | 0.00% | 50.21% | 2.40% | 90.00% | 7.00% | 0.00% | 0.60% | 16.22% | 63.06% | 18.92% | 0.00% | 1.80% | 24.83% | 50.00% | 3.40% | 0.00% | 21.77% | 0.00% | 1.39% | 14.51% | 82.70% | 1.39% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 14 | 200 | 28 | 0 | 257 | 5 | 216 | 20 | 0 | 1 | 17 | 76 | 27 | 0 | 2 | 37 | 72 | 7 | 0 | 31 | 0 | 6 | 41 | 218 | 5 | 1280 |
| **PEAK HR FACTOR :** | 0.583 | 0.943 | 0.778 | 0.000 | 0.918 | 0.625 | 0.794 | 0.625 | 0.000 | 0.250 | 0.850 | 0.704 | 0.563 | 0.000 | 0.250 | 0.661 | 0.818 | 0.875 | 0.000 | 0.861 | 0.000 | 0.300 | 0.683 | 0.838 | 0.417 | 0.952 |
| | | | 0.931 | | | | | 0.786 | | | | | 0.693 | | | | | 0.896 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Main St/Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-020
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N San Jacinto Ave | | | | | N San Jacinto Ave | | | | | Main St/Ramona Blvd | | | | | Main St/Ramona Blvd | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | | | |
| | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| 7:00 AM | 1 | 64 | 0 | 0 | 59 | 1 | 52 | 6 | 0 | 0 | 11 | 7 | 1 | 0 | 0 | 2 | 10 | 0 | 0 | 14 | 0 | 1 | 12 | 27 | 0 | 268 |
| 7:15 AM | 3 | 39 | 0 | 0 | 61 | 3 | 78 | 14 | 0 | 1 | 3 | 13 | 6 | 0 | 1 | 2 | 19 | 0 | 0 | 20 | 0 | 0 | 7 | 28 | 0 | 298 |
| 7:30 AM | 1 | 48 | 3 | 0 | 72 | 0 | 73 | 10 | 0 | 1 | 5 | 8 | 2 | 0 | 1 | 5 | 21 | 2 | 0 | 16 | 0 | 0 | 11 | 48 | 0 | 327 |
| 7:45 AM | 2 | 40 | 2 | 0 | 47 | 2 | 57 | 7 | 0 | 0 | 0 | 17 | 6 | 0 | 0 | 3 | 10 | 3 | 0 | 11 | 0 | 0 | 11 | 45 | 0 | 263 |
| 8:00 AM | 1 | 26 | 4 | 0 | 39 | 1 | 38 | 1 | 0 | 0 | 0 | 11 | 4 | 0 | 0 | 1 | 10 | 0 | 0 | 9 | 0 | 0 | 9 | 63 | 0 | 217 |
| 8:15 AM | 5 | 25 | 1 | 0 | 53 | 1 | 31 | 3 | 0 | 0 | 0 | 13 | 2 | 0 | 1 | 3 | 19 | 2 | 0 | 8 | 0 | 0 | 6 | 55 | 0 | 228 |
| 8:30 AM | 6 | 23 | 2 | 0 | 46 | 2 | 31 | 2 | 0 | 0 | 1 | 11 | 6 | 0 | 1 | 3 | 9 | 1 | 0 | 10 | 0 | 1 | 10 | 50 | 1 | 216 |
| 8:45 AM | 3 | 35 | 1 | 0 | 38 | 1 | 38 | 0 | 0 | 0 | 4 | 15 | 4 | 0 | 0 | 2 | 7 | 0 | 0 | 10 | 0 | 1 | 9 | 58 | 1 | 227 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| **TOTAL VOLUMES :** | 22 | 300 | 13 | 0 | 415 | 11 | 398 | 43 | 0 | 2 | 24 | 95 | 31 | 0 | 4 | 21 | 105 | 8 | 0 | 98 | 0 | 3 | 75 | 374 | 2 | 2044 |
| **APPROACH %'s :** | 2.93% | 40.00% | 1.73% | 0.00% | 55.33% | 2.42% | 87.67% | 9.47% | 0.00% | 0.44% | 15.58% | 61.69% | 20.13% | 0.00% | 2.60% | 9.05% | 45.26% | 3.45% | 0.00% | 42.24% | 0.00% | 0.66% | 16.52% | 82.38% | 0.44% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 7 | 191 | 5 | 0 | 239 | 6 | 260 | 37 | 0 | 2 | 19 | 45 | 15 | 0 | 2 | 12 | 60 | 5 | 0 | 61 | 0 | 1 | 41 | 148 | 0 | 1156 |
| **PEAK HR FACTOR :** | 0.58 | 0.746 | 0.417 | 0.000 | 0.830 | 0.500 | 0.833 | 0.661 | 0.000 | 0.500 | 0.432 | 0.662 | 0.625 | 0.000 | 0.500 | 0.600 | 0.714 | 0.417 | 0.000 | 0.763 | 0.000 | 0.250 | 0.854 | 0.771 | 0.000 | 0.884 |
| | | | 0.891 | | | | | 0.794 | | | | | 0.880 | | | | | 0.784 | | | | | | | | |

| **PM** | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| 4:00 PM | 3 | 42 | 9 | 0 | 49 | 2 | 63 | 6 | 0 | 1 | 6 | 18 | 7 | 0 | 1 | 10 | 17 | 0 | 0 | 10 | 0 | 0 | 11 | 57 | 1 | 313 |
| 4:15 PM | 3 | 63 | 5 | 0 | 51 | 2 | 65 | 8 | 0 | 0 | 3 | 17 | 3 | 0 | 0 | 6 | 23 | 0 | 0 | 10 | 0 | 1 | 7 | 51 | 1 | 319 |
| 4:30 PM | 5 | 58 | 1 | 0 | 70 | 2 | 59 | 1 | 0 | 1 | 7 | 13 | 1 | 0 | 0 | 8 | 11 | 2 | 0 | 4 | 0 | 0 | 7 | 41 | 0 | 291 |
| 4:45 PM | 2 | 47 | 9 | 0 | 56 | 2 | 66 | 5 | 0 | 0 | 4 | 13 | 5 | 0 | 0 | 8 | 15 | 2 | 0 | 8 | 0 | 5 | 9 | 65 | 1 | 322 |
| 5:00 PM | 6 | 53 | 5 | 0 | 70 | 2 | 45 | 4 | 0 | 0 | 5 | 16 | 6 | 0 | 2 | 14 | 19 | 1 | 0 | 7 | 0 | 0 | 12 | 50 | 0 | 317 |
| 5:15 PM | 1 | 48 | 5 | 0 | 61 | 1 | 67 | 7 | 0 | 0 | 5 | 25 | 11 | 0 | 0 | 6 | 22 | 2 | 0 | 9 | 0 | 1 | 15 | 42 | 1 | 329 |
| 5:30 PM | 5 | 49 | 9 | 0 | 67 | 0 | 36 | 3 | 0 | 1 | 3 | 20 | 4 | 0 | 0 | 8 | 15 | 2 | 0 | 7 | 0 | 0 | 5 | 58 | 3 | 295 |
| 5:45 PM | 4 | 32 | 5 | 0 | 45 | 1 | 45 | 0 | 0 | 0 | 3 | 14 | 4 | 0 | 0 | 12 | 22 | 1 | 0 | 8 | 0 | 0 | 7 | 48 | 0 | 251 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| **TOTAL VOLUMES :** | 29 | 392 | 48 | 0 | 469 | 12 | 446 | 34 | 0 | 3 | 36 | 136 | 41 | 0 | 3 | 72 | 144 | 10 | 0 | 63 | 0 | 7 | 73 | 412 | 7 | 2437 |
| **APPROACH %'s :** | 3.09% | 41.79% | 5.12% | 0.00% | 50.00% | 2.42% | 90.10% | 6.87% | 0.00% | 0.61% | 16.67% | 62.96% | 18.98% | 0.00% | 1.39% | 24.91% | 49.83% | 3.46% | 0.00% | 21.80% | 0.00% | 1.40% | 14.63% | 82.57% | 1.40% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 14 | 197 | 28 | 0 | 254 | 5 | 214 | 19 | 0 | 1 | 17 | 74 | 26 | 0 | 2 | 36 | 71 | 7 | 0 | 31 | 0 | 6 | 41 | 215 | 5 | 1263 |
| **PEAK HR FACTOR :** | 0.58 | 0.929 | 0.778 | 0.000 | 0.907 | 0.625 | 0.799 | 0.679 | 0.000 | 0.250 | 0.850 | 0.740 | 0.591 | 0.000 | 0.250 | 0.643 | 0.807 | 0.875 | 0.000 | 0.861 | 0.000 | 0.300 | 0.683 | 0.827 | 0.417 | 0.960 |
| | | | 0.920 | | | | | 0.797 | | | | | 0.726 | | | | | 0.884 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Main St/Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-020
**Date:** 5/8/2019

**HT**

| NS/EW Streets: | N San Jacinto Ave | | | | | N San Jacinto Ave | | | | | Main St/Ramona Blvd | | | | | Main St/Ramona Blvd | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | | | | |
| | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 5 |
| 7:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 |
| 7:45 AM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 |
| 8:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 7 |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 8:30 AM | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 8 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| **TOTAL VOLUMES :** | 0 | 4 | 1 | 0 | 11 | 1 | 1 | 1 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 1 | 2 | 14 | 0 | 53 |
| **APPROACH %'s :** | 0.00% | 25.00% | 6.25% | 0.00% | 68.75% | 33.33% | 33.33% | 33.33% | 0.00% | 0.00% | 0.00% | 88.89% | 11.11% | 0.00% | 0.00% | 37.50% | 50.00% | 12.50% | 0.00% | 0.00% | 0.00% | 5.88% | 11.76% | 82.35% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 0 | 0 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 25 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 | 0.250 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.750 | 0.000 | 0.781 |
| | | | 0.750 | | | | | 0.750 | | | | | 0.375 | | | | | 0.750 | | | | | | | | |

| PM | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 5 |
| 4:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 PM | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| 5:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| **TOTAL VOLUMES :** | 0 | 4 | 0 | 0 | 8 | 0 | 4 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 32 |
| **APPROACH %'s :** | 0.00% | 33.33% | 0.00% | 0.00% | 66.67% | 0.00% | 80.00% | 20.00% | 0.00% | 0.00% | 0.00% | 66.67% | 16.67% | 0.00% | 16.67% | 20.00% | 60.00% | 0.00% | 0.00% | 20.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 17 |
| **PEAK HR FACTOR :** | 0.00 | 0.750 | 0.000 | 0.000 | 0.375 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.607 |
| | | | 0.500 | | | | | 0.375 | | | | | 0.250 | | | | | 0.500 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Main St/Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-020
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | N San Jacinto Ave | | | | | N San Jacinto Ave | | | | | Main St/Ramona Blvd | | | | | Main St/Ramona Blvd | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | | | | |
| | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| 7:00 AM | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| **TOTAL VOLUMES :** | 1 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 11 |
| **APPROACH %'s :** | 14.29% | 14.29% | 28.57% | 0.00% | 42.86% | | | | | | | | | | | 33.33% | 0.00% | 0.00% | 0.00% | 66.67% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.500 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | | | 0.500 | | | | | | | | | | | | | | | | | | | | | | | |

| PM | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 12 |
| **APPROACH %'s :** | 0.00% | 0.00% | 50.00% | 0.00% | 50.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 50.00% | 25.00% | 0.00% | 25.00% | 0.00% | 25.00% | 0.00% | 75.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 7 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.875 |
| | | | 0.250 | | | | | 0.250 | | | | | 0.250 | | | | | 0.500 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Main St/Ramona Blvd
**City:** San Jacinto
**Project ID:** 19-06063-020
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | N San Jacinto Ave | | N San Jacinto Ave | | Main St/Ramona Blvd | | Main St/Ramona Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | WEST LEG 2 | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| 7:15 AM | 2 | 2 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 1 | 10 |
| 7:30 AM | 0 | 1 | 4 | 0 | 2 | 0 | 1 | 5 | 0 | 0 | 13 |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 3 |
| 8:45 AM | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 |
| | EB | WB | EB | WB | NB | SB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 3 | 4 | 5 | 0 | 8 | 0 | 4 | 6 | 2 | 2 | 34 |
| **APPROACH %'s :** | 42.86% | 57.14% | 100.00% | 0.00% | 100.00% | 0.00% | 40.00% | 60.00% | 50.00% | 50.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 3 | 4 | 0 | 6 | 0 | 4 | 5 | 1 | 1 | 26 |
| **PEAK HR FACTOR :** | 0.250 | 0.375 | 0.250 | | 0.500 | | 0.500 | 0.250 | 0.250 | 0.250 | 0.500 |
| | 0.313 | | 0.250 | | 0.500 | | 0.375 | | 0.500 | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | WEST LEG 2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 4 |
| 4:15 PM | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 8 |
| 4:30 PM | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 7 |
| 4:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 5 |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 5 | 3 | 13 |
| 5:30 PM | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| 5:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 5 |
| | EB | WB | EB | WB | NB | SB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 6 | 4 | 2 | 2 | 4 | 4 | 3 | 4 | 10 | 8 | 47 |
| **APPROACH %'s :** | 60.00% | 40.00% | 50.00% | 50.00% | 50.00% | 50.00% | 42.86% | 57.14% | 55.56% | 44.44% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 2 | 0 | 2 | 3 | 1 | 2 | 2 | 5 | 5 | 23 |
| **PEAK HR FACTOR :** | 0.250 | 0.500 | | 0.500 | 0.375 | 0.250 | 0.250 | 0.250 | 0.250 | 0.417 | 0.442 |
| | 0.375 | | 0.500 | | 0.333 | | 0.500 | | 0.313 | | |

Prepared by National Data & Surveying Services

# N San Jacinto Ave & Main St/Ramona Blvd

## Peak Hour Turning Movement Count

**ID:** 19-06063-020
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:45 PM - 05:45 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### N San Jacinto Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 38 | 261 | 7 | 0 | 218 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 20 | 216 | 5 | 0 | 224 | PM |

### Main St/Ramona Blvd — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 105 | 0 | 106 | |
| 0 | 0 | 0 | 0 |
| 19 | 0 | 17 | 0 |
| 48 | 0 | 76 | 1 |
| 15 | 0 | 27 | 0 |

### Main St/Ramona Blvd — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 7 | 0 | 6 | 0 |
| 72 | 0 | 60 | 1 |
| 37 | 0 | 14 | 0 |
| 0 | 0 | 0 | 0 |
| 109 | 0 | 60 | |

### N San Jacinto Ave — NORTHBOUND

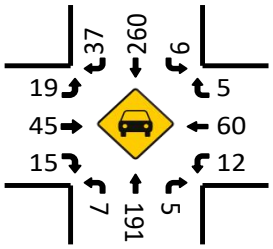
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 280 | 0 | 14 | 200 | 28 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 290 | 0 | 7 | 193 | 5 | AM |

| | | | | |
|---|---|---|---|---|
| | 0 | 1 | 0 | 0 |
| | 0 | 0.5 | 1 | 0.5 |

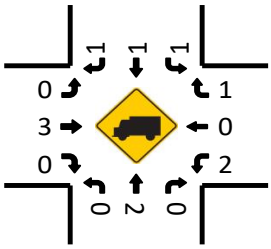
**CONTROL:** Signalized

| | | | |
|---|---|---|---|
| TEV | 673 AM | 0 NOON | 719 PM |
| PHF | 0.89 | | 0.95 |

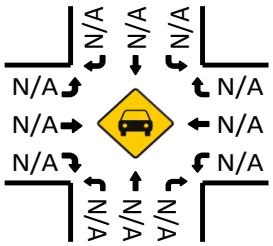
### Cars (AM)



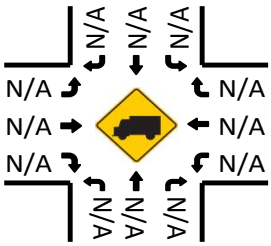

### HT (AM)



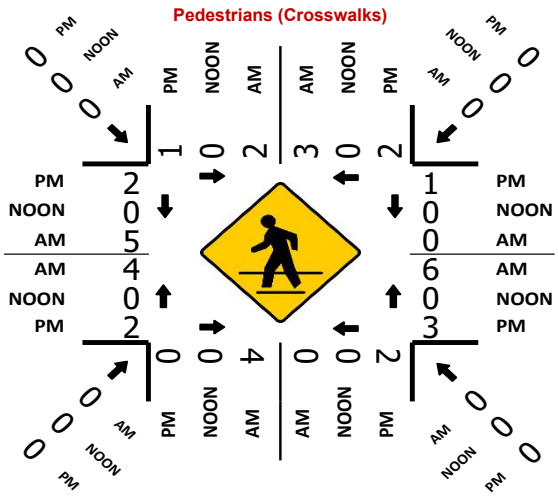

### Cars (NOON)




### HT (NOON)




### Pedestrians (Crosswalks)


PM
NOON
AM
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3
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PM
NOON
AM
2
0
5
AM
NOON
PM
4
0
2
1
0
0
AM
NOON
PM
6
0
3
0
0
0
0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-021
**Date:** 5/8/2019

## Total

| NS/EW Streets: | N San Jacinto Ave | | | | N San Jacinto Ave | | | | W 7th St | | | | W 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 13 | 92 | 18 | 0 | 11 | 71 | 4 | 0 | 10 | 56 | 16 | 0 | 13 | 48 | 21 | 0 | 373 |
| 7:15 AM | 17 | 81 | 22 | 0 | 12 | 99 | 8 | 0 | 8 | 58 | 13 | 0 | 20 | 72 | 27 | 0 | 437 |
| 7:30 AM | 24 | 91 | 18 | 0 | 20 | 93 | 14 | 0 | 9 | 42 | 23 | 0 | 19 | 69 | 41 | 0 | 463 |
| 7:45 AM | 22 | 69 | 12 | 0 | 16 | 100 | 3 | 0 | 5 | 46 | 25 | 0 | 25 | 79 | 29 | 0 | 431 |
| 8:00 AM | 23 | 52 | 14 | 0 | 23 | 96 | 3 | 0 | 4 | 48 | 27 | 0 | 7 | 44 | 13 | 0 | 354 |
| 8:15 AM | 20 | 85 | 16 | 0 | 13 | 89 | 3 | 0 | 4 | 48 | 37 | 0 | 16 | 64 | 14 | 0 | 409 |
| 8:30 AM | 37 | 65 | 19 | 0 | 7 | 88 | 5 | 0 | 12 | 49 | 29 | 0 | 21 | 53 | 15 | 0 | 400 |
| 8:45 AM | 37 | 63 | 10 | 0 | 7 | 103 | 3 | 0 | 11 | 34 | 36 | 0 | 25 | 61 | 12 | 0 | 402 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 193 | 598 | 129 | 0 | 109 | 739 | 43 | 0 | 63 | 381 | 206 | 0 | 146 | 490 | 172 | 0 | 3269 |
| **APPROACH %'s :** | 20.98% | 65.00% | 14.02% | 0.00% | 12.23% | 82.94% | 4.83% | 0.00% | 9.69% | 58.62% | 31.69% | 0.00% | 18.07% | 60.64% | 21.29% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 76 | 333 | 70 | 0 | 59 | 363 | 29 | 0 | 32 | 202 | 77 | 0 | 77 | 268 | 118 | 0 | 1704 |
| **PEAK HR FACTOR :** | 0.792 | 0.905 | 0.795 | 0.000 | 0.738 | 0.908 | 0.518 | 0.000 | 0.800 | 0.871 | 0.770 | 0.000 | 0.770 | 0.848 | 0.720 | 0.000 | 0.920 |
| | 0.900 | | | | 0.888 | | | | 0.948 | | | | 0.870 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 42 | 107 | 26 | 0 | 14 | 132 | 16 | 0 | 7 | 66 | 39 | 0 | 18 | 52 | 9 | 0 | 528 |
| 4:15 PM | 47 | 113 | 29 | 0 | 19 | 119 | 5 | 0 | 9 | 70 | 45 | 0 | 25 | 61 | 12 | 0 | 554 |
| 4:30 PM | 56 | 120 | 31 | 0 | 14 | 113 | 9 | 0 | 12 | 54 | 40 | 0 | 29 | 49 | 12 | 0 | 539 |
| 4:45 PM | 51 | 121 | 33 | 0 | 15 | 112 | 7 | 0 | 8 | 52 | 37 | 0 | 31 | 51 | 3 | 0 | 521 |
| 5:00 PM | 46 | 121 | 35 | 0 | 21 | 118 | 7 | 0 | 14 | 79 | 44 | 0 | 36 | 64 | 6 | 0 | 591 |
| 5:15 PM | 47 | 118 | 36 | 0 | 18 | 119 | 5 | 0 | 6 | 56 | 49 | 0 | 15 | 41 | 12 | 0 | 522 |
| 5:30 PM | 39 | 127 | 30 | 0 | 17 | 109 | 3 | 0 | 6 | 45 | 39 | 0 | 35 | 45 | 9 | 0 | 504 |
| 5:45 PM | 41 | 107 | 32 | 0 | 11 | 103 | 6 | 0 | 9 | 58 | 37 | 0 | 23 | 54 | 9 | 0 | 490 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 369 | 934 | 252 | 0 | 129 | 925 | 58 | 0 | 71 | 480 | 330 | 0 | 212 | 417 | 72 | 0 | 4249 |
| **APPROACH %'s :** | 23.73% | 60.06% | 16.21% | 0.00% | 11.60% | 83.18% | 5.22% | 0.00% | 8.06% | 54.48% | 37.46% | 0.00% | 30.24% | 59.49% | 10.27% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 200 | 475 | 128 | 0 | 69 | 462 | 28 | 0 | 43 | 255 | 166 | 0 | 121 | 225 | 33 | 0 | 2205 |
| **PEAK HR FACTOR :** | 0.893 | 0.981 | 0.914 | 0.000 | 0.821 | 0.971 | 0.778 | 0.000 | 0.768 | 0.807 | 0.922 | 0.000 | 0.840 | 0.879 | 0.688 | 0.000 | 0.933 |
| | 0.970 | | | | 0.957 | | | | 0.847 | | | | 0.894 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-021
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N San Jacinto Ave | | | | N San Jacinto Ave | | | | W 7th St | | | | W 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 13 | 90 | 18 | 0 | 11 | 68 | 4 | 0 | 10 | 56 | 14 | 0 | 13 | 47 | 21 | 0 | 365 |
| 7:15 AM | 17 | 80 | 22 | 0 | 12 | 95 | 8 | 0 | 8 | 55 | 13 | 0 | 20 | 72 | 27 | 0 | 429 |
| 7:30 AM | 24 | 90 | 18 | 0 | 20 | 90 | 14 | 0 | 9 | 40 | 23 | 0 | 19 | 68 | 40 | 0 | 455 |
| 7:45 AM | 21 | 66 | 11 | 0 | 15 | 96 | 3 | 0 | 5 | 46 | 25 | 0 | 25 | 77 | 29 | 0 | 419 |
| 8:00 AM | 22 | 51 | 13 | 0 | 23 | 94 | 3 | 0 | 4 | 46 | 26 | 0 | 7 | 43 | 12 | 0 | 344 |
| 8:15 AM | 18 | 84 | 16 | 0 | 13 | 88 | 2 | 0 | 4 | 46 | 37 | 0 | 16 | 61 | 14 | 0 | 399 |
| 8:30 AM | 37 | 61 | 19 | 0 | 7 | 87 | 5 | 0 | 11 | 49 | 29 | 0 | 21 | 52 | 15 | 0 | 393 |
| 8:45 AM | 36 | 61 | 10 | 0 | 7 | 100 | 2 | 0 | 11 | 33 | 36 | 0 | 23 | 59 | 12 | 0 | 390 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 188 | 583 | 127 | 0 | 108 | 718 | 41 | 0 | 62 | 371 | 203 | 0 | 144 | 479 | 170 | 0 | 3194 |
| **APPROACH %'s :** | 20.94% | 64.92% | 14.14% | 0.00% | 12.46% | 82.81% | 4.73% | 0.00% | 9.75% | 58.33% | 31.92% | 0.00% | 18.16% | 60.40% | 21.44% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 75 | 326 | 69 | 0 | 58 | 349 | 29 | 0 | 32 | 197 | 75 | 0 | 77 | 264 | 117 | 0 | 1668 |
| **PEAK HR FACTOR :** | 0.78 | 0.906 | 0.784 | 0.000 | 0.725 | 0.909 | 0.518 | 0.000 | 0.800 | 0.879 | 0.750 | 0.000 | 0.770 | 0.857 | 0.731 | 0.000 | 0.916 |
| | 0.890 | | | | 0.879 | | | | 0.950 | | | | 0.874 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 42 | 106 | 26 | 0 | 14 | 131 | 16 | 0 | 7 | 66 | 38 | 0 | 18 | 50 | 9 | 0 | 523 |
| 4:15 PM | 47 | 112 | 28 | 0 | 19 | 118 | 5 | 0 | 9 | 70 | 45 | 0 | 25 | 60 | 12 | 0 | 550 |
| 4:30 PM | 56 | 119 | 31 | 0 | 13 | 112 | 9 | 0 | 12 | 54 | 40 | 0 | 29 | 49 | 12 | 0 | 536 |
| 4:45 PM | 50 | 119 | 33 | 0 | 15 | 111 | 7 | 0 | 8 | 51 | 37 | 0 | 31 | 51 | 3 | 0 | 516 |
| 5:00 PM | 46 | 121 | 35 | 0 | 21 | 117 | 7 | 0 | 14 | 79 | 44 | 0 | 36 | 62 | 6 | 0 | 588 |
| 5:15 PM | 47 | 117 | 36 | 0 | 18 | 116 | 5 | 0 | 5 | 53 | 49 | 0 | 15 | 40 | 12 | 0 | 513 |
| 5:30 PM | 39 | 126 | 30 | 0 | 17 | 107 | 3 | 0 | 6 | 45 | 39 | 0 | 35 | 45 | 9 | 0 | 501 |
| 5:45 PM | 41 | 105 | 32 | 0 | 10 | 103 | 6 | 0 | 9 | 58 | 37 | 0 | 23 | 53 | 9 | 0 | 486 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 368 | 925 | 251 | 0 | 127 | 915 | 58 | 0 | 70 | 476 | 329 | 0 | 212 | 410 | 72 | 0 | 4213 |
| **APPROACH %'s :** | 23.83% | 59.91% | 16.26% | 0.00% | 11.55% | 83.18% | 5.27% | 0.00% | 8.00% | 54.40% | 37.60% | 0.00% | 30.55% | 59.08% | 10.37% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 199 | 471 | 127 | 0 | 68 | 458 | 28 | 0 | 43 | 254 | 166 | 0 | 121 | 222 | 33 | 0 | 2190 |
| **PEAK HR FACTOR :** | 0.89 | 0.973 | 0.907 | 0.000 | 0.810 | 0.970 | 0.778 | 0.000 | 0.768 | 0.804 | 0.922 | 0.000 | 0.840 | 0.895 | 0.688 | 0.000 | 0.931 |
| | 0.967 | | | | 0.955 | | | | 0.845 | | | | 0.904 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-021
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | N San Jacinto Ave | | | | N San Jacinto Ave | | | | W 7th St | | | | W 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 8 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 8 |
| 7:45 AM | 1 | 3 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 12 |
| 8:00 AM | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 10 |
| 8:15 AM | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 10 |
| 8:30 AM | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 8:45 AM | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 12 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 5 | 15 | 2 | 0 | 1 | 21 | 2 | 0 | 1 | 10 | 3 | 0 | 2 | 11 | 2 | 0 | 75 |
| **APPROACH %'s :** | 22.73% | 68.18% | 9.09% | 0.00% | 4.17% | 87.50% | 8.33% | 0.00% | 7.14% | 71.43% | 21.43% | 0.00% | 13.33% | 73.33% | 13.33% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 7 | 1 | 0 | 1 | 14 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 4 | 1 | 0 | 36 |
| **PEAK HR FACTOR :** | 0.250 | 0.583 | 0.250 | 0.000 | 0.250 | 0.875 | 0.000 | 0.000 | 0.000 | 0.417 | 0.250 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.750 |
| | 0.450 | | | | 0.750 | | | | 0.583 | | | | 0.625 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 5 |
| 4:15 PM | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 4:30 PM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 PM | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 PM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 9 | 1 | 0 | 2 | 10 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 7 | 0 | 0 | 36 |
| **APPROACH %'s :** | 9.09% | 81.82% | 9.09% | 0.00% | 16.67% | 83.33% | 0.00% | 0.00% | 16.67% | 66.67% | 16.67% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 4 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 15 |
| **PEAK HR FACTOR :** | 0.25 | 0.500 | 0.250 | 0.000 | 0.250 | 1.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.750 |
| | 0.500 | | | | 0.625 | | | | 0.250 | | | | 0.375 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-021
**Date:** 5/8/2019

**Bikes**

| **NS/EW Streets:** | N San Jacinto Ave | | | | N San Jacinto Ave | | | | W 7th St | | | | W 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 7:15 AM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 5 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 12 |
| **APPROACH %'s :** | 28.57% | 71.43% | 0.00% | 0.00% | 0.00% | 66.67% | 33.33% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| **PEAK HR FACTOR :** | 0.500 | 0.375 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.563 |
| | 0.625 | | | | 0.500 | | | | 0.250 | | | | 0.250 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 4:15 PM | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 7 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 3 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 6 | 0 | 0 | 22 |
| **APPROACH %'s :** | 0.00% | 50.00% | 50.00% | 0.00% | 33.33% | 66.67% | 0.00% | 0.00% | 0.00% | 85.71% | 14.29% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 12 |
| **PEAK HR FACTOR :** | 0.00 | 0.250 | 0.250 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.429 |
| | 0.500 | | | | 0.375 | | | | 0.375 | | | | 0.250 | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W 7th St
**City:** San Jacinto
**Project ID:** 19-06063-021
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| **NS/EW Streets:** | N San Jacinto Ave | | N San Jacinto Ave | | W 7th St | | W 7th St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 7:15 AM | 0 | 0 | 0 | 3 | 0 | 1 | 3 | 1 | 8 |
| 7:30 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 3 |
| 7:45 AM | 1 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 7 |
| 8:00 AM | 1 | 0 | 6 | 0 | 1 | 1 | 0 | 1 | 10 |
| 8:15 AM | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 4 |
| 8:30 AM | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 7 |
| 8:45 AM | 2 | 1 | 2 | 6 | 0 | 4 | 5 | 2 | 22 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 7 | 7 | 10 | 12 | 2 | 8 | 11 | 8 | 65 |
| **APPROACH %'s :** | 50.00% | 50.00% | 45.45% | 54.55% | 20.00% | 80.00% | 57.89% | 42.11% | |
| **PEAK HR :** | **07:00 AM - 08:00 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 5 | 0 | 6 | 1 | 2 | 5 | 2 | 22 |
| **PEAK HR FACTOR :** | 0.250 | 0.417 | | 0.500 | 0.250 | 0.500 | 0.417 | 0.500 | 0.688 |
| | 0.500 | | 0.500 | | 0.750 | | 0.438 | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 3 | 7 |
| 4:15 PM | 0 | 0 | 3 | 0 | 1 | 6 | 0 | 2 | 12 |
| 4:30 PM | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 3 | 14 |
| 4:45 PM | 0 | 1 | 4 | 3 | 3 | 0 | 0 | 0 | 11 |
| 5:00 PM | 3 | 1 | 2 | 5 | 1 | 1 | 3 | 1 | 17 |
| 5:15 PM | 2 | 2 | 0 | 0 | 0 | 3 | 2 | 3 | 12 |
| 5:30 PM | 1 | 0 | 2 | 7 | 0 | 1 | 4 | 1 | 16 |
| 5:45 PM | 2 | 2 | 0 | 1 | 1 | 1 | 1 | 2 | 10 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 9 | 8 | 15 | 19 | 7 | 13 | 13 | 15 | 99 |
| **APPROACH %'s :** | 52.94% | 47.06% | 44.12% | 55.88% | 35.00% | 65.00% | 46.43% | 53.57% | |
| **PEAK HR :** | **04:15 PM - 05:15 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 4 | 3 | 10 | 11 | 6 | 8 | 6 | 6 | 54 |
| **PEAK HR FACTOR :** | 0.333 | 0.750 | 0.625 | 0.550 | 0.500 | 0.333 | 0.500 | 0.500 | 0.794 |
| | 0.438 | | 0.750 | | 0.500 | | 0.500 | | |

Prepared by National Data & Surveying Services

# N San Jacinto Ave & W 7th St

## Peak Hour Turning Movement Count

**ID:** 19-06063-021
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:15 PM - 05:15 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### N San Jacinto Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 29 | 363 | 59 | 0 | 483 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 28 | 462 | 69 | 0 | 551 | PM |
| | 0.5 | 1.5 | 1 | 0 | | |

### W 7th St — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 373 | 0 | 453 | |
| 0 | 0 | 0 | 0 |
| 32 | 0 | 43 | 1 |
| 202 | 0 | 255 | 1 |
| 77 | 0 | 166 | 1 |

### W 7th St — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 33 | 0 | 118 | 0 |
| 225 | 0 | 268 | 2 |
| 121 | 0 | 77 | 1 |
| 0 | 0 | 0 | 0 |
| 452 | 0 | 331 | |

### CONTROL

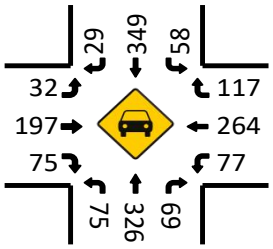
Signalized

| | | | |
|---|---|---|---|
| TEV | 1704 AM | 0 NOON | 2205 PM |
| PHF | 0.92 | | 0.93 |

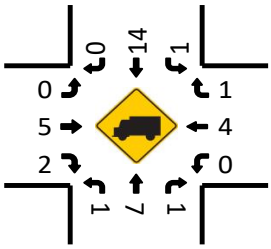
### N San Jacinto Ave — NORTHBOUND

| | | | | | |
|---|---|---|---|---|---|
| PM | 749 | 0 | 200 | 475 | 128 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 517 | 0 | 76 | 333 | 70 | AM |
| | | 0 | 1 | 1 | 1 | |

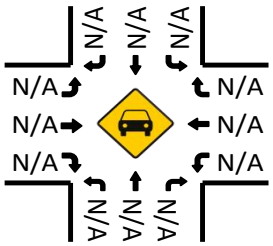
### Cars (AM)



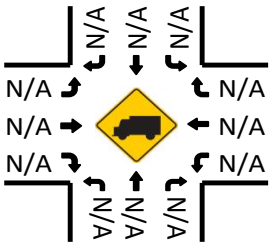

### HT (AM)



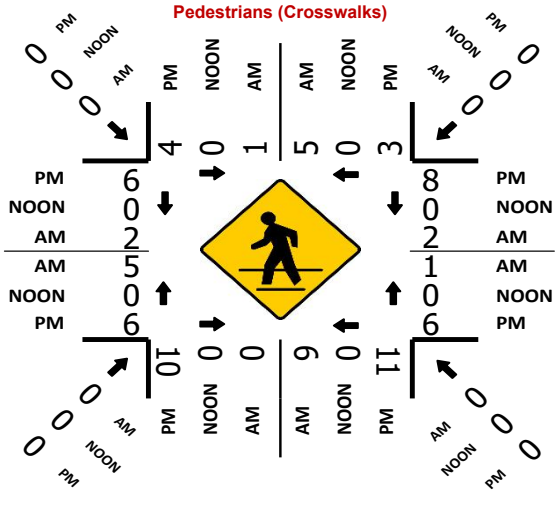

### Cars (NOON)



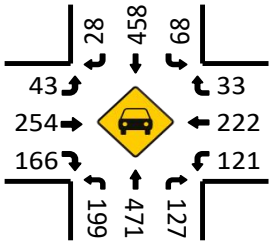

### HT (NOON)



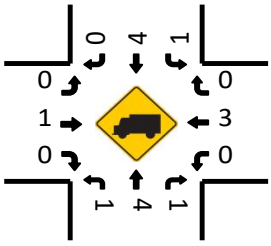

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-022
**Date:** 5/8/2019

## Total

| NS/EW Streets: | N San Jacinto Ave | | | | N San Jacinto Ave | | | | Esplanade Ave | | | | Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 28 | 89 | 8 | 0 | 18 | 64 | 21 | 0 | 21 | 67 | 19 | 0 | 3 | 67 | 15 | 0 | 420 |
| 7:15 AM | 21 | 80 | 5 | 0 | 15 | 76 | 16 | 0 | 19 | 73 | 29 | 1 | 9 | 86 | 11 | 0 | 441 |
| 7:30 AM | 29 | 85 | 11 | 0 | 26 | 71 | 19 | 0 | 14 | 53 | 37 | 0 | 6 | 93 | 19 | 0 | 463 |
| 7:45 AM | 34 | 100 | 12 | 0 | 23 | 106 | 9 | 0 | 15 | 60 | 22 | 0 | 14 | 104 | 10 | 0 | 509 |
| 8:00 AM | 25 | 52 | 11 | 0 | 28 | 82 | 15 | 0 | 17 | 79 | 35 | 0 | 18 | 83 | 9 | 0 | 454 |
| 8:15 AM | 41 | 86 | 7 | 0 | 25 | 80 | 11 | 0 | 19 | 70 | 46 | 0 | 20 | 97 | 15 | 0 | 517 |
| 8:30 AM | 45 | 89 | 12 | 2 | 24 | 97 | 16 | 0 | 22 | 72 | 38 | 1 | 25 | 119 | 20 | 0 | 582 |
| 8:45 AM | 39 | 80 | 18 | 3 | 25 | 121 | 19 | 0 | 17 | 63 | 46 | 0 | 27 | 88 | 18 | 0 | 564 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 262 | 661 | 84 | 5 | 184 | 697 | 126 | 0 | 144 | 537 | 272 | 2 | 122 | 737 | 117 | 0 | 3950 |
| **APPROACH %'s :** | 25.89% | 65.32% | 8.30% | 0.49% | 18.27% | 69.22% | 12.51% | 0.00% | 15.08% | 56.23% | 28.48% | 0.21% | 12.50% | 75.51% | 11.99% | 0.00% | |
| **PEAK HR :** | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 150 | 307 | 48 | 5 | 102 | 380 | 61 | 0 | 75 | 284 | 165 | 1 | 90 | 387 | 62 | 0 | 2117 |
| **PEAK HR FACTOR :** | 0.833 | 0.862 | 0.667 | 0.417 | 0.911 | 0.785 | 0.803 | 0.000 | 0.852 | 0.899 | 0.897 | 0.250 | 0.833 | 0.813 | 0.775 | 0.000 | 0.909 |
| | 0.861 | | | | 0.823 | | | | 0.972 | | | | 0.822 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 52 | 130 | 21 | 1 | 45 | 137 | 23 | 0 | 21 | 112 | 60 | 0 | 32 | 113 | 23 | 0 | 770 |
| 4:15 PM | 60 | 147 | 32 | 3 | 33 | 119 | 25 | 0 | 38 | 134 | 72 | 1 | 36 | 108 | 26 | 1 | 835 |
| 4:30 PM | 58 | 142 | 24 | 1 | 42 | 118 | 20 | 0 | 31 | 98 | 41 | 0 | 43 | 103 | 13 | 0 | 734 |
| 4:45 PM | 55 | 185 | 32 | 2 | 30 | 134 | 20 | 0 | 30 | 88 | 54 | 0 | 35 | 90 | 15 | 0 | 770 |
| 5:00 PM | 59 | 139 | 26 | 0 | 47 | 139 | 19 | 0 | 38 | 107 | 46 | 0 | 27 | 83 | 17 | 0 | 747 |
| 5:15 PM | 54 | 165 | 11 | 3 | 49 | 119 | 25 | 0 | 39 | 131 | 60 | 0 | 40 | 82 | 18 | 0 | 796 |
| 5:30 PM | 55 | 130 | 23 | 1 | 32 | 122 | 24 | 0 | 33 | 112 | 56 | 0 | 26 | 80 | 14 | 0 | 708 |
| 5:45 PM | 47 | 142 | 31 | 2 | 43 | 125 | 17 | 0 | 29 | 100 | 49 | 0 | 32 | 91 | 17 | 0 | 725 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 440 | 1180 | 200 | 13 | 321 | 1013 | 173 | 0 | 259 | 882 | 438 | 1 | 271 | 750 | 143 | 1 | 6085 |
| **APPROACH %'s :** | 24.00% | 64.38% | 10.91% | 0.71% | 21.30% | 67.22% | 11.48% | 0.00% | 16.39% | 55.82% | 27.72% | 0.06% | 23.26% | 64.38% | 12.27% | 0.09% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 225 | 604 | 109 | 7 | 150 | 508 | 88 | 0 | 120 | 432 | 227 | 1 | 146 | 414 | 77 | 1 | 3109 |
| **PEAK HR FACTOR :** | 0.938 | 0.816 | 0.852 | 0.583 | 0.833 | 0.927 | 0.880 | 0.000 | 0.789 | 0.806 | 0.788 | 0.250 | 0.849 | 0.916 | 0.740 | 0.250 | 0.931 |
| | 0.862 | | | | 0.910 | | | | 0.796 | | | | 0.933 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-022
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N San Jacinto Ave | | | | N San Jacinto Ave | | | | Esplanade Ave | | | | Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 28 | 87 | 8 | 0 | 17 | 61 | 21 | 0 | 21 | 66 | 19 | 0 | 3 | 67 | 14 | 0 | 412 |
| 7:15 AM | 20 | 78 | 5 | 0 | 14 | 73 | 15 | 0 | 19 | 72 | 29 | 1 | 9 | 86 | 11 | 0 | 432 |
| 7:30 AM | 29 | 85 | 11 | 0 | 26 | 69 | 19 | 0 | 14 | 52 | 37 | 0 | 5 | 91 | 18 | 0 | 456 |
| 7:45 AM | 33 | 96 | 11 | 0 | 23 | 103 | 9 | 0 | 14 | 58 | 21 | 0 | 13 | 101 | 10 | 0 | 492 |
| 8:00 AM | 24 | 49 | 11 | 0 | 28 | 80 | 13 | 0 | 15 | 75 | 34 | 0 | 18 | 79 | 9 | 0 | 435 |
| 8:15 AM | 40 | 84 | 7 | 0 | 25 | 80 | 11 | 0 | 18 | 70 | 46 | 0 | 19 | 94 | 15 | 0 | 509 |
| 8:30 AM | 41 | 87 | 11 | 2 | 24 | 96 | 16 | 0 | 22 | 65 | 37 | 1 | 25 | 116 | 18 | 0 | 561 |
| 8:45 AM | 36 | 77 | 17 | 3 | 25 | 119 | 19 | 0 | 16 | 63 | 45 | 0 | 26 | 86 | 18 | 0 | 550 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 251 | 643 | 81 | 5 | 182 | 681 | 123 | 0 | 139 | 521 | 268 | 2 | 118 | 720 | 113 | 0 | 3847 |
| **APPROACH %'s :** | 25.61% | 65.61% | 8.27% | 0.51% | 18.46% | 69.07% | 12.47% | 0.00% | 14.95% | 56.02% | 28.82% | 0.22% | 12.41% | 75.71% | 11.88% | 0.00% | |
| **PEAK HR :** | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 141 | 297 | 46 | 5 | 102 | 375 | 59 | 0 | 71 | 273 | 162 | 1 | 88 | 375 | 60 | 0 | 2055 |
| **PEAK HR FACTOR :** | 0.86 | 0.853 | 0.676 | 0.417 | 0.911 | 0.788 | 0.776 | 0.000 | 0.807 | 0.910 | 0.880 | 0.250 | 0.846 | 0.808 | 0.833 | 0.000 | 0.916 |
| | 0.867 | | | | 0.822 | | | | 0.946 | | | | 0.822 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 52 | 129 | 21 | 1 | 45 | 136 | 23 | 0 | 21 | 111 | 60 | 0 | 31 | 112 | 23 | 0 | 765 |
| 4:15 PM | 59 | 146 | 31 | 3 | 32 | 117 | 25 | 0 | 38 | 133 | 72 | 1 | 36 | 106 | 24 | 1 | 824 |
| 4:30 PM | 57 | 140 | 24 | 1 | 42 | 118 | 20 | 0 | 31 | 98 | 41 | 0 | 43 | 102 | 13 | 0 | 730 |
| 4:45 PM | 55 | 182 | 32 | 2 | 30 | 133 | 20 | 0 | 30 | 87 | 53 | 0 | 35 | 90 | 15 | 0 | 764 |
| 5:00 PM | 58 | 139 | 26 | 0 | 47 | 138 | 19 | 0 | 38 | 106 | 46 | 0 | 27 | 83 | 17 | 0 | 744 |
| 5:15 PM | 52 | 164 | 11 | 3 | 49 | 117 | 25 | 0 | 39 | 131 | 60 | 0 | 40 | 81 | 18 | 0 | 790 |
| 5:30 PM | 55 | 129 | 22 | 1 | 32 | 121 | 24 | 0 | 33 | 112 | 56 | 0 | 25 | 78 | 14 | 0 | 702 |
| 5:45 PM | 46 | 140 | 31 | 2 | 43 | 125 | 17 | 0 | 29 | 100 | 48 | 0 | 32 | 91 | 17 | 0 | 721 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 434 | 1169 | 198 | 13 | 320 | 1005 | 173 | 0 | 259 | 878 | 436 | 1 | 269 | 743 | 141 | 1 | 6040 |
| **APPROACH %'s :** | 23.93% | 64.44% | 10.92% | 0.72% | 21.36% | 67.09% | 11.55% | 0.00% | 16.45% | 55.78% | 27.70% | 0.06% | 23.31% | 64.38% | 12.22% | 0.09% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 223 | 597 | 108 | 7 | 149 | 504 | 88 | 0 | 120 | 429 | 226 | 1 | 145 | 410 | 75 | 1 | 3083 |
| **PEAK HR FACTOR :** | 0.94 | 0.820 | 0.844 | 0.583 | 0.828 | 0.926 | 0.880 | 0.000 | 0.789 | 0.806 | 0.785 | 0.250 | 0.843 | 0.915 | 0.781 | 0.250 | 0.935 |
| | 0.863 | | | | 0.908 | | | | 0.795 | | | | 0.945 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-022
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | N San Jacinto Ave | | | | N San Jacinto Ave | | | | Esplanade Ave | | | | Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |
| 7:15 AM | 1 | 2 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 7 |
| 7:45 AM | 1 | 4 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 3 | 0 | 0 | 17 |
| 8:00 AM | 1 | 3 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 4 | 1 | 0 | 0 | 4 | 0 | 0 | 19 |
| 8:15 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 8 |
| 8:30 AM | 4 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 3 | 2 | 0 | 21 |
| 8:45 AM | 3 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 14 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 11 | 18 | 3 | 0 | 2 | 16 | 3 | 0 | 5 | 16 | 4 | 0 | 4 | 17 | 4 | 0 | 103 |
| **APPROACH %'s :** | 34.38% | 56.25% | 9.38% | 0.00% | 9.52% | 76.19% | 14.29% | 0.00% | 20.00% | 64.00% | 16.00% | 0.00% | 16.00% | 68.00% | 16.00% | 0.00% | |
| **PEAK HR :** | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 9 | 10 | 2 | 0 | 0 | 5 | 2 | 0 | 4 | 11 | 3 | 0 | 2 | 12 | 2 | 0 | 62 |
| **PEAK HR FACTOR :** | 0.563 | 0.833 | 0.500 | 0.000 | 0.000 | 0.625 | 0.250 | 0.000 | 0.500 | 0.393 | 0.750 | 0.000 | 0.500 | 0.750 | 0.250 | 0.000 | 0.738 |
| | 0.750 | | | | 0.438 | | | | 0.563 | | | | 0.800 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 5 |
| 4:15 PM | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 11 |
| 4:30 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 4:45 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 PM | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 5:30 PM | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 6 |
| 5:45 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 6 | 11 | 2 | 0 | 1 | 8 | 0 | 0 | 0 | 4 | 2 | 0 | 2 | 7 | 2 | 0 | 45 |
| **APPROACH %'s :** | 31.58% | 57.89% | 10.53% | 0.00% | 11.11% | 88.89% | 0.00% | 0.00% | 0.00% | 66.67% | 33.33% | 0.00% | 18.18% | 63.64% | 18.18% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 7 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 4 | 2 | 0 | 26 |
| **PEAK HR FACTOR :** | 0.50 | 0.583 | 0.250 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.000 | 0.750 | 0.250 | 0.000 | 0.250 | 0.500 | 0.250 | 0.000 | 0.591 |
| | 0.833 | | | | 0.417 | | | | 0.500 | | | | 0.438 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-022
**Date:** 5/8/2019

## Bikes

| NS/EW Streets: | N San Jacinto Ave | | | | N San Jacinto Ave | | | | Esplanade Ave | | | | Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 8:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 10 |
| **APPROACH %'s :** | 40.00% | 20.00% | 20.00% | 20.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 50.00% | 50.00% | 0.00% | |
| **PEAK HR :** | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.250 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.375 |
| | 0.375 | | | | 0.250 | | | | 0.000 | | | | 0.500 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 9 |
| **APPROACH %'s :** | 0.00% | 80.00% | 20.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| **PEAK HR FACTOR :** | 0.00 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 |
| | 0.750 | | | | | | | | | | | | 0.250 | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Esplanade Ave
**City:** San Jacinto
**Project ID:** 19-06063-022
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| **NS/EW Streets:** | N San Jacinto Ave | | N San Jacinto Ave | | Esplanade Ave | | Esplanade Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 1 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 7 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 8:30 AM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 4 |
| 8:45 AM | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 5 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 4 | 4 | 1 | 0 | 6 | 2 | 4 | 2 | 23 |
| **APPROACH %'s :** | 50.00% | 50.00% | 100.00% | 0.00% | 75.00% | 25.00% | 66.67% | 33.33% | |
| **PEAK HR :** | 08:00 AM - 09:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 2 | 1 | 0 | 0 | 2 | 3 | 2 | 12 |
| **PEAK HR FACTOR :** | 0.250 | 0.500 | 0.250 | | | 0.500 | 0.750 | 0.500 | 0.600 |
| | 0.333 | | 0.250 | | 0.500 | | 0.625 | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 8 |
| 4:15 PM | 4 | 1 | 6 | 1 | 2 | 1 | 0 | 2 | 17 |
| 4:30 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 4 |
| 4:45 PM | 4 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 10 |
| 5:00 PM | 1 | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 8 |
| 5:15 PM | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 6 |
| 5:30 PM | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 2 | 7 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 10 | 6 | 13 | 7 | 9 | 11 | 1 | 6 | 63 |
| **APPROACH %'s :** | 62.50% | 37.50% | 65.00% | 35.00% | 45.00% | 55.00% | 14.29% | 85.71% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 8 | 2 | 11 | 6 | 4 | 6 | 0 | 2 | 39 |
| **PEAK HR FACTOR :** | 0.500 | 0.500 | 0.458 | 0.500 | 0.500 | 0.375 | | 0.250 | 0.574 |
| | 0.500 | | 0.607 | | 0.625 | | 0.250 | | |

Prepared by National Data & Surveying Services

# N San Jacinto Ave & Esplanade Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-022
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 08:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 05:00 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### N San Jacinto Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 61 | 380 | 102 | 0 | 444 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 88 | 508 | 150 | 0 | 801 | PM |

### EASTBOUND — Esplanade Ave

| AM | NOON | PM | | |
|---|---|---|---|---|
| 599 | 0 | 728 | | |
| 1 | 0 | 1 | 0 | |
| 75 | 0 | 120 | 1 | |
| 284 | 0 | 432 | 2 | |
| 165 | 0 | 227 | 0 | |
| AM | NOON | PM | | |

### WESTBOUND — Esplanade Ave

| PM | NOON | AM | |
|---|---|---|---|
| 77 | 0 | 62 | 0.5 |
| 414 | 0 | 387 | 1.5 |
| 146 | 0 | 90 | 1 |
| 1 | 0 | 0 | 0 |
| 692 | 0 | 434 | |
| PM | NOON | AM | |

### CONTROL

Signalized

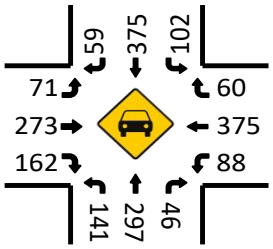
| | | | |
|---|---|---|---|
| TEV | 2117 AM | 0 NOON | 3109 PM |
| PHF | 0.91 | | 0.93 |

### N San Jacinto Ave — NORTHBOUND

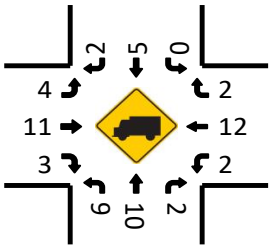
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 888 | 7 | 225 | 604 | 109 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 640 | 5 | 150 | 307 | 48 | AM |

Turning movements: 0 2 1 0 (southbound) · 0 1 2 1 (northbound)

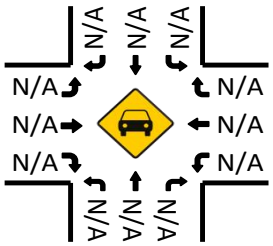
### Cars (AM)



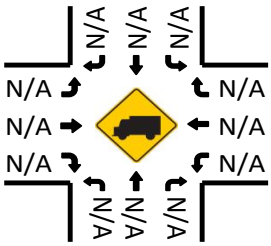

### HT (AM)



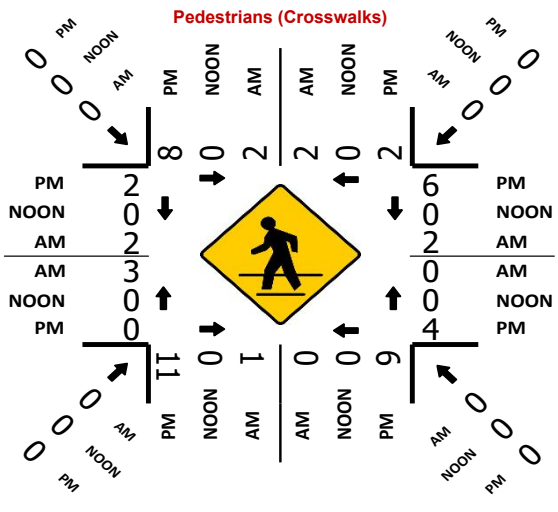

### Cars (NOON)



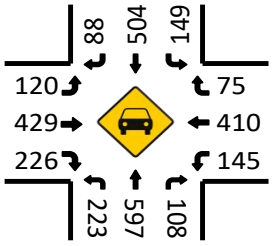

### HT (NOON)



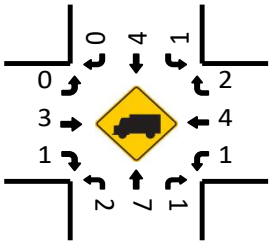

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E Main St
**City:** San Jacinto
**Control:** 3-Way Stop(NB/EB/WB)

**Project ID:** 19-06063-023
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | Hewitt St | | | | Hewitt St | | | | E Main St | | | | E Main St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 59 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 27 | 0 | 20 | 28 | 0 | 0 | 199 |
| 7:15 AM | 50 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 26 | 0 | 26 | 54 | 0 | 0 | 208 |
| 7:30 AM | 48 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 26 | 0 | 32 | 36 | 0 | 0 | 202 |
| 7:45 AM | 34 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 41 | 0 | 28 | 20 | 0 | 0 | 185 |
| 8:00 AM | 22 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 22 | 0 | 19 | 22 | 0 | 0 | 141 |
| 8:15 AM | 20 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 23 | 0 | 28 | 24 | 0 | 0 | 152 |
| 8:30 AM | 35 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 17 | 0 | 36 | 34 | 0 | 0 | 172 |
| 8:45 AM | 27 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 14 | 0 | 27 | 35 | 0 | 0 | 157 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 295 | 0 | 234 | 0 | 0 | 0 | 0 | 0 | 0 | 222 | 196 | 0 | 216 | 253 | 0 | 0 | 1416 |
| **APPROACH %'s :** | 55.77% | 0.00% | 44.23% | 0.00% | | | | | 0.00% | 53.11% | 46.89% | 0.00% | 46.06% | 53.94% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 191 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 120 | 0 | 106 | 138 | 0 | 0 | 794 |
| **PEAK HR FACTOR :** | 0.809 | 0.000 | 0.871 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.721 | 0.732 | 0.000 | 0.828 | 0.639 | 0.000 | 0.000 | 0.954 |
| | 0.944 | | | | 0.000 | | | | 0.836 | | | | 0.763 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 31 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 32 | 0 | 36 | 30 | 0 | 0 | 201 |
| 4:15 PM | 24 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 42 | 0 | 40 | 40 | 0 | 0 | 201 |
| 4:30 PM | 23 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 32 | 1 | 26 | 27 | 0 | 0 | 167 |
| 4:45 PM | 18 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 33 | 0 | 26 | 28 | 0 | 0 | 161 |
| 5:00 PM | 21 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 30 | 0 | 38 | 34 | 0 | 0 | 175 |
| 5:15 PM | 36 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 31 | 0 | 27 | 25 | 0 | 0 | 181 |
| 5:30 PM | 26 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 24 | 0 | 30 | 36 | 0 | 0 | 176 |
| 5:45 PM | 23 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 15 | 0 | 27 | 25 | 0 | 0 | 134 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 202 | 0 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 210 | 239 | 1 | 250 | 245 | 0 | 0 | 1396 |
| **APPROACH %'s :** | 44.79% | 0.00% | 55.21% | 0.00% | | | | | 0.00% | 46.67% | 53.11% | 0.22% | 50.51% | 49.49% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 96 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 139 | 1 | 128 | 125 | 0 | 0 | 730 |
| **PEAK HR FACTOR :** | 0.774 | 0.000 | 0.801 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.879 | 0.827 | 0.250 | 0.800 | 0.781 | 0.000 | 0.000 | 0.908 |
| | 0.789 | | | | 0.000 | | | | 0.941 | | | | 0.791 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E Main St
**City:** San Jacinto
**Control:** 3-Way Stop(NB/EB/WB)

**Project ID:** 19-06063-023
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | Hewitt St | | | | Hewitt St | | | | E Main St | | | | E Main St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 59 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 27 | 0 | 20 | 25 | 0 | 0 | 195 |
| 7:15 AM | 49 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 25 | 0 | 25 | 53 | 0 | 0 | 203 |
| 7:30 AM | 47 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 26 | 0 | 31 | 36 | 0 | 0 | 198 |
| 7:45 AM | 32 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 40 | 0 | 25 | 20 | 0 | 0 | 178 |
| 8:00 AM | 22 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 22 | 0 | 17 | 20 | 0 | 0 | 134 |
| 8:15 AM | 19 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 23 | 0 | 28 | 23 | 0 | 0 | 150 |
| 8:30 AM | 34 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 15 | 0 | 36 | 32 | 0 | 0 | 167 |
| 8:45 AM | 27 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 14 | 0 | 27 | 35 | 0 | 0 | 157 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 289 | 0 | 232 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 192 | 0 | 209 | 244 | 0 | 0 | 1382 |
| **APPROACH %'s :** | 55.47% | 0.00% | 44.53% | 0.00% | | | | | 0.00% | 52.94% | 47.06% | 0.00% | 46.14% | 53.86% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 187 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 118 | 0 | 101 | 134 | 0 | 0 | 774 |
| **PEAK HR FACTOR :** | 0.79 | 0.000 | 0.891 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.714 | 0.738 | 0.000 | 0.815 | 0.632 | 0.000 | 0.000 | 0.953 |
| | 0.929 | | | | | | | | 0.838 | | | | 0.753 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 31 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 31 | 0 | 34 | 29 | 0 | 0 | 194 |
| 4:15 PM | 24 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 42 | 0 | 39 | 40 | 0 | 0 | 200 |
| 4:30 PM | 21 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 32 | 1 | 26 | 27 | 0 | 0 | 164 |
| 4:45 PM | 17 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 33 | 0 | 26 | 28 | 0 | 0 | 159 |
| 5:00 PM | 21 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 30 | 0 | 38 | 32 | 0 | 0 | 173 |
| 5:15 PM | 36 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 30 | 0 | 27 | 25 | 0 | 0 | 180 |
| 5:30 PM | 25 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 24 | 0 | 30 | 36 | 0 | 0 | 174 |
| 5:45 PM | 23 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 15 | 0 | 27 | 25 | 0 | 0 | 134 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 198 | 0 | 246 | 0 | 0 | 0 | 0 | 0 | 0 | 207 | 237 | 1 | 247 | 242 | 0 | 0 | 1378 |
| **APPROACH %'s :** | 44.59% | 0.00% | 55.41% | 0.00% | | | | | 0.00% | 46.52% | 53.26% | 0.22% | 50.51% | 49.49% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 93 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 138 | 1 | 125 | 124 | 0 | 0 | 717 |
| **PEAK HR FACTOR :** | 0.75 | 0.000 | 0.809 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.911 | 0.821 | 0.250 | 0.801 | 0.775 | 0.000 | 0.000 | 0.896 |
| | 0.783 | | | | | | | | 0.926 | | | | 0.788 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E Main St
**City:** San Jacinto
**Control:** 3-Way Stop(NB/EB/WB)

**Project ID:** 19-06063-023
**Date:** 5/8/2019

**HT**

| NS/EW Streets: | Hewitt St | | | | Hewitt St | | | | E Main St | | | | E Main St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 4 |
| 7:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 5 |
| 7:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 7:45 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 7 |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 7 |
| 8:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 5 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 0 | 7 | 9 | 0 | 0 | 34 |
| **APPROACH %'s :** | 75.00% | 0.00% | 25.00% | 0.00% | | | | | 0.00% | 60.00% | 40.00% | 0.00% | 43.75% | 56.25% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 5 | 4 | 0 | 0 | 20 |
| **PEAK HR FACTOR :** | 0.500 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.417 | 0.333 | 0.000 | 0.000 | 0.714 |
| | 0.625 | | | | | | | | 0.750 | | | | 0.750 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 1 | 0 | 0 | 7 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 4:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 3 | 3 | 0 | 0 | 18 |
| **APPROACH %'s :** | 57.14% | 0.00% | 42.86% | 0.00% | | | | | 0.00% | 60.00% | 40.00% | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 | 1 | 0 | 0 | 13 |
| **PEAK HR FACTOR :** | 0.38 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.250 | 0.000 | 0.375 | 0.250 | 0.000 | 0.000 | 0.464 |
| | 0.625 | | | | | | | | 0.333 | | | | 0.333 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E Main St
**City:** San Jacinto
**Control:** 3-Way Stop(NB/EB/WB)

**Project ID:** 19-06063-023
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | Hewitt St | | | | Hewitt St | | | | E Main St | | | | E Main St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 6 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | 25.00% | 75.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.625 |
| | 0.250 | | | | | | | | 0.250 | | | | 0.750 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 |
| 4:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 5 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 8 |
| 5:15 PM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 5 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 3 | 8 | 0 | 0 | 23 |
| **APPROACH %'s :** | 33.33% | 0.00% | 66.67% | 0.00% | | | | | 0.00% | 88.89% | 11.11% | 0.00% | 27.27% | 72.73% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 4 | 0 | 0 | 9 |
| **PEAK HR FACTOR :** | 0.25 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.450 |
| | 0.500 | | | | | | | | 0.250 | | | | 0.625 | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E Main St
**City:** San Jacinto
**Project ID:** 19-06063-023
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| **NS/EW Streets:** | Hewitt St | | Hewitt St | | E Main St | | E Main St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 3 |
| 7:45 AM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 5 | 5 | 1 | 0 | 2 | 2 | 15 |
| **APPROACH %'s :** | | | 50.00% | 50.00% | 100.00% | 0.00% | 50.00% | 50.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 2 | 9 |
| **PEAK HR FACTOR :** | | | 0.333 | 0.500 | 0.250 | | | 0.250 | 0.750 |
| | | | 0.500 | | 0.250 | | 0.250 | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 3 | 1 | 0 | 3 | 0 | 7 |
| 4:15 PM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 4 |
| 4:30 PM | 0 | 0 | 3 | 1 | 1 | 0 | 1 | 1 | 7 |
| 4:45 PM | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 2 | 6 |
| 5:00 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 9 | 7 | 3 | 2 | 5 | 4 | 30 |
| **APPROACH %'s :** | | | 56.25% | 43.75% | 60.00% | 40.00% | 55.56% | 44.44% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 8 | 4 | 3 | 0 | 5 | 4 | 24 |
| **PEAK HR FACTOR :** | | | 0.667 | 0.333 | 0.750 | | 0.417 | 0.500 | 0.857 |
| | | | 0.750 | | 0.750 | | 0.750 | | |

Prepared by National Data & Surveying Services

# Hewitt St & E Main St

## Peak Hour Turning Movement Count

**ID:** 19-06063-023
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**
07:00 AM - 08:00 AM
NONE
04:00 PM - 05:00 PM

**COUNT PERIODS**
07:00 AM - 09:00 AM
NONE
04:00 PM - 06:00 PM

### Hewitt St — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 0 | 0 | 0 | 0 | 0 | PM |

### EASTBOUND — E Main St

| AM | NOON | PM | |
|---|---|---|---|
| 329 | 0 | 222 | |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 |
| 124 | 0 | 116 | 1 |
| 120 | 0 | 139 | 0 |
| AM | NOON | PM | |

### WESTBOUND — E Main St

| PM | NOON | AM | |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 125 | 0 | 138 | 1 |
| 128 | 0 | 106 | 1 |
| 0 | 0 | 0 | 0 |
| 241 | 0 | 239 | |
| PM | NOON | AM | |

### CONTROL

3-Way Stop(NB/EB/WB)

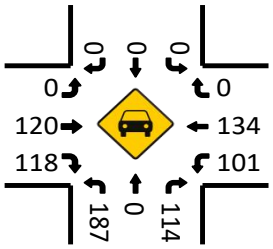
| | | | |
|---|---|---|---|
| TEV | 794 AM | 0 NOON | 730 PM |
| PHF | 0.95 | | 0.91 |

### NORTHBOUND — Hewitt St

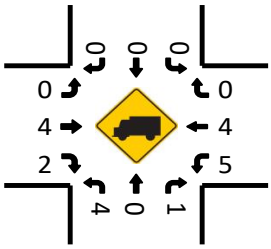
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 267 | 0 | 96 | 0 | 125 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 226 | 0 | 191 | 0 | 115 | AM |

0 0 0 0 | 0 0 1 0

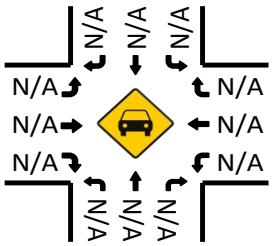
### Cars (AM)



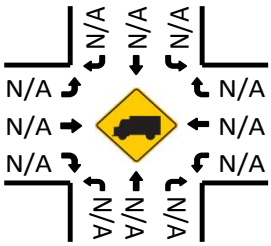

### HT (AM)



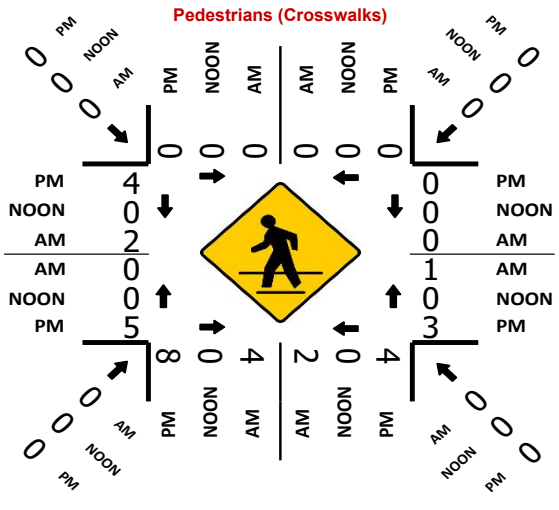

### Cars (NOON)



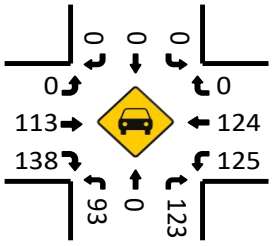

### HT (NOON)



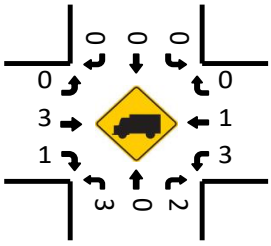

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E 7th St
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-024
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | Hewitt St | | | | Hewitt St | | | | E 7th St | | | | E 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 30 | 67 | 23 | 0 | 11 | 35 | 6 | 0 | 3 | 51 | 16 | 0 | 14 | 51 | 14 | 0 | 321 |
| 7:15 AM | 25 | 57 | 35 | 0 | 18 | 41 | 6 | 0 | 6 | 81 | 11 | 0 | 16 | 70 | 21 | 0 | 387 |
| 7:30 AM | 21 | 69 | 11 | 0 | 3 | 42 | 10 | 0 | 5 | 40 | 18 | 0 | 14 | 78 | 10 | 0 | 321 |
| 7:45 AM | 38 | 50 | 9 | 0 | 6 | 62 | 13 | 0 | 14 | 46 | 24 | 0 | 14 | 41 | 4 | 0 | 321 |
| 8:00 AM | 16 | 41 | 10 | 0 | 5 | 37 | 4 | 0 | 13 | 35 | 12 | 0 | 9 | 31 | 2 | 0 | 215 |
| 8:15 AM | 18 | 33 | 20 | 0 | 7 | 42 | 5 | 0 | 13 | 25 | 21 | 0 | 16 | 37 | 4 | 0 | 241 |
| 8:30 AM | 25 | 46 | 12 | 0 | 7 | 32 | 14 | 0 | 9 | 41 | 20 | 0 | 13 | 51 | 7 | 0 | 277 |
| 8:45 AM | 14 | 38 | 11 | 0 | 1 | 33 | 8 | 0 | 14 | 32 | 13 | 0 | 11 | 31 | 3 | 0 | 209 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 187 | 401 | 131 | 0 | 58 | 324 | 66 | 0 | 77 | 351 | 135 | 0 | 107 | 390 | 65 | 0 | 2292 |
| **APPROACH %'s :** | 26.01% | 55.77% | 18.22% | 0.00% | 12.95% | 72.32% | 14.73% | 0.00% | 13.68% | 62.34% | 23.98% | 0.00% | 19.04% | 69.40% | 11.57% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 114 | 243 | 78 | 0 | 38 | 180 | 35 | 0 | 28 | 218 | 69 | 0 | 58 | 240 | 49 | 0 | 1350 |
| **PEAK HR FACTOR :** | 0.750 | 0.880 | 0.557 | 0.000 | 0.528 | 0.726 | 0.673 | 0.000 | 0.500 | 0.673 | 0.719 | 0.000 | 0.906 | 0.769 | 0.583 | 0.000 | 0.872 |
| | 0.906 | | | | 0.781 | | | | 0.804 | | | | 0.811 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 15 | 53 | 19 | 0 | 5 | 57 | 7 | 0 | 13 | 43 | 18 | 0 | 9 | 19 | 1 | 0 | 259 |
| 4:15 PM | 16 | 44 | 13 | 0 | 3 | 67 | 9 | 0 | 17 | 36 | 15 | 0 | 11 | 26 | 1 | 0 | 258 |
| 4:30 PM | 21 | 40 | 8 | 0 | 2 | 51 | 11 | 0 | 14 | 44 | 21 | 0 | 12 | 32 | 1 | 0 | 257 |
| 4:45 PM | 22 | 33 | 14 | 0 | 6 | 54 | 3 | 0 | 9 | 59 | 30 | 0 | 15 | 35 | 3 | 0 | 283 |
| 5:00 PM | 17 | 31 | 14 | 0 | 3 | 54 | 12 | 0 | 12 | 47 | 18 | 0 | 17 | 44 | 3 | 0 | 272 |
| 5:15 PM | 13 | 58 | 20 | 0 | 4 | 54 | 9 | 0 | 17 | 49 | 22 | 0 | 25 | 24 | 2 | 0 | 297 |
| 5:30 PM | 14 | 39 | 10 | 0 | 3 | 47 | 5 | 0 | 22 | 41 | 18 | 0 | 15 | 25 | 2 | 0 | 241 |
| 5:45 PM | 18 | 37 | 10 | 0 | 1 | 42 | 8 | 0 | 15 | 51 | 34 | 0 | 8 | 35 | 3 | 0 | 262 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 136 | 335 | 108 | 0 | 27 | 426 | 64 | 0 | 119 | 370 | 176 | 0 | 112 | 240 | 16 | 0 | 2129 |
| **APPROACH %'s :** | 23.49% | 57.86% | 18.65% | 0.00% | 5.22% | 82.40% | 12.38% | 0.00% | 17.89% | 55.64% | 26.47% | 0.00% | 30.43% | 65.22% | 4.35% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 73 | 162 | 56 | 0 | 15 | 213 | 35 | 0 | 52 | 199 | 91 | 0 | 69 | 135 | 9 | 0 | 1109 |
| **PEAK HR FACTOR :** | 0.830 | 0.698 | 0.700 | 0.000 | 0.625 | 0.986 | 0.729 | 0.000 | 0.765 | 0.843 | 0.758 | 0.000 | 0.690 | 0.767 | 0.750 | 0.000 | 0.934 |
| | 0.799 | | | | 0.953 | | | | 0.872 | | | | 0.832 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E 7th St
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-024
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | Hewitt St | | | | Hewitt St | | | | E 7th St | | | | E 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 30 | 67 | 23 | 0 | 11 | 35 | 6 | 0 | 3 | 48 | 16 | 0 | 14 | 51 | 14 | 0 | 318 |
| 7:15 AM | 24 | 57 | 35 | 0 | 18 | 39 | 6 | 0 | 6 | 81 | 11 | 0 | 16 | 69 | 21 | 0 | 383 |
| 7:30 AM | 21 | 67 | 11 | 0 | 3 | 42 | 10 | 0 | 5 | 38 | 18 | 0 | 14 | 78 | 10 | 0 | 317 |
| 7:45 AM | 37 | 49 | 9 | 0 | 6 | 60 | 13 | 0 | 13 | 45 | 24 | 0 | 14 | 38 | 4 | 0 | 312 |
| 8:00 AM | 16 | 41 | 10 | 0 | 5 | 35 | 4 | 0 | 12 | 34 | 11 | 0 | 9 | 30 | 2 | 0 | 209 |
| 8:15 AM | 18 | 33 | 20 | 0 | 7 | 42 | 4 | 0 | 13 | 25 | 21 | 0 | 15 | 35 | 4 | 0 | 237 |
| 8:30 AM | 25 | 45 | 12 | 0 | 7 | 30 | 14 | 0 | 9 | 40 | 20 | 0 | 13 | 49 | 7 | 0 | 271 |
| 8:45 AM | 14 | 38 | 10 | 0 | 1 | 33 | 8 | 0 | 14 | 30 | 13 | 0 | 10 | 31 | 3 | 0 | 205 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 185 | 397 | 130 | 0 | 58 | 316 | 65 | 0 | 75 | 341 | 134 | 0 | 105 | 381 | 65 | 0 | 2252 |
| **APPROACH %'s :** | 25.98% | 55.76% | 18.26% | 0.00% | 13.21% | 71.98% | 14.81% | 0.00% | 13.64% | 62.00% | 24.36% | 0.00% | 19.06% | 69.15% | 11.80% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 112 | 240 | 78 | 0 | 38 | 176 | 35 | 0 | 27 | 212 | 69 | 0 | 58 | 236 | 49 | 0 | 1330 |
| **PEAK HR FACTOR :** | 0.76 | 0.896 | 0.557 | 0.000 | 0.528 | 0.733 | 0.673 | 0.000 | 0.519 | 0.654 | 0.719 | 0.000 | 0.906 | 0.756 | 0.583 | 0.000 | 0.868 |
| | 0.896 | | | | 0.788 | | | | 0.786 | | | | 0.809 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 15 | 52 | 19 | 0 | 5 | 55 | 6 | 0 | 13 | 42 | 18 | 0 | 8 | 18 | 1 | 0 | 252 |
| 4:15 PM | 15 | 44 | 13 | 0 | 3 | 67 | 8 | 0 | 17 | 36 | 15 | 0 | 11 | 26 | 0 | 0 | 255 |
| 4:30 PM | 21 | 39 | 8 | 0 | 2 | 51 | 10 | 0 | 14 | 42 | 21 | 0 | 12 | 32 | 1 | 0 | 253 |
| 4:45 PM | 22 | 32 | 14 | 0 | 6 | 54 | 3 | 0 | 9 | 57 | 29 | 0 | 15 | 35 | 3 | 0 | 279 |
| 5:00 PM | 17 | 31 | 14 | 0 | 3 | 54 | 12 | 0 | 12 | 47 | 18 | 0 | 17 | 42 | 3 | 0 | 270 |
| 5:15 PM | 13 | 58 | 20 | 0 | 4 | 54 | 9 | 0 | 17 | 49 | 22 | 0 | 25 | 24 | 2 | 0 | 297 |
| 5:30 PM | 14 | 38 | 10 | 0 | 3 | 47 | 5 | 0 | 22 | 41 | 18 | 0 | 15 | 25 | 2 | 0 | 240 |
| 5:45 PM | 18 | 37 | 10 | 0 | 1 | 42 | 8 | 0 | 15 | 51 | 34 | 0 | 8 | 35 | 3 | 0 | 262 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 135 | 331 | 108 | 0 | 27 | 424 | 61 | 0 | 119 | 365 | 175 | 0 | 111 | 237 | 15 | 0 | 2108 |
| **APPROACH %'s :** | 23.52% | 57.67% | 18.82% | 0.00% | 5.27% | 82.81% | 11.91% | 0.00% | 18.06% | 55.39% | 26.56% | 0.00% | 30.58% | 65.29% | 4.13% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 73 | 160 | 56 | 0 | 15 | 213 | 34 | 0 | 52 | 195 | 90 | 0 | 69 | 133 | 9 | 0 | 1099 |
| **PEAK HR FACTOR :** | 0.83 | 0.690 | 0.700 | 0.000 | 0.625 | 0.986 | 0.708 | 0.000 | 0.765 | 0.855 | 0.776 | 0.000 | 0.690 | 0.792 | 0.750 | 0.000 | 0.925 |
| | 0.794 | | | | 0.949 | | | | 0.887 | | | | 0.851 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E 7th St
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-024
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | Hewitt St | | | | Hewitt St | | | | E 7th St | | | | E 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 AM | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 AM | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 9 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 6 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 4 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| 8:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 4 | 1 | 0 | 0 | 8 | 1 | 0 | 2 | 10 | 1 | 0 | 2 | 9 | 0 | 0 | 40 |
| **APPROACH %'s :** | 28.57% | 57.14% | 14.29% | 0.00% | 0.00% | 88.89% | 11.11% | 0.00% | 15.38% | 76.92% | 7.69% | 0.00% | 18.18% | 81.82% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 20 |
| **PEAK HR FACTOR :** | 0.500 | 0.375 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.556 |
| | 0.625 | | | | 0.500 | | | | 0.583 | | | | 0.333 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 7 |
| 4:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 4 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 1 | 0 | 1 | 3 | 1 | 0 | 21 |
| **APPROACH %'s :** | 20.00% | 80.00% | 0.00% | 0.00% | 0.00% | 40.00% | 60.00% | 0.00% | 0.00% | 83.33% | 16.67% | 0.00% | 20.00% | 60.00% | 20.00% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 10 |
| **PEAK HR FACTOR :** | 0.00 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.625 |
| | 0.500 | | | | 0.250 | | | | 0.417 | | | | 0.250 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E 7th St
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-024
**Date:** 5/8/2019

## Bikes

| NS/EW Streets: | Hewitt St | | | | Hewitt St | | | | E 7th St | | | | E 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | 0.250 | | | | | | | | 0.250 | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| **APPROACH %'s :** | 50.00% | 25.00% | 25.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.50 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.417 |
| | 0.333 | | | | | | | | | | | | 0.250 | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E 7th St
**City:** San Jacinto
**Project ID:** 19-06063-024
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Hewitt St | | Hewitt St | | E 7th St | | E 7th St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 5 |
| 7:15 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 4 | 4 | 3 | 2 | 0 | 1 | 0 | 3 | 17 |
| **APPROACH %'s :** | 50.00% | 50.00% | 60.00% | 40.00% | 0.00% | 100.00% | 0.00% | 100.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 1 | 3 | 0 | 0 | 1 | 0 | 3 | 9 |
| **PEAK HR FACTOR :** | 0.250 | 0.250 | 0.375 | | | 0.250 | | 0.375 | 0.450 |
| | 0.500 | | 0.375 | | 0.250 | | 0.375 | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 4:30 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| 5:30 PM | 0 | 1 | 3 | 0 | 3 | 0 | 0 | 0 | 7 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 3 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 6 | 0 | 7 | 3 | 2 | 3 | 22 |
| **APPROACH %'s :** | 0.00% | 100.00% | 100.00% | 0.00% | 70.00% | 30.00% | 40.00% | 60.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 2 | 0 | 3 | 3 | 1 | 1 | 10 |
| **PEAK HR FACTOR :** | | | 0.250 | | 0.375 | 0.250 | 0.250 | 0.250 | 0.833 |
| | | | 0.250 | | 0.500 | | 0.250 | | |

Prepared by National Data & Surveying Services

# Hewitt St & E 7th St

## Peak Hour Turning Movement Count

**ID:** 19-06063-024
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

| PEAK HOURS | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:30 PM - 05:30 PM |

| COUNT PERIODS | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### SOUTHBOUND — Hewitt St

| | L | T | R | U | Total | |
|---|---|---|---|---|---|---|
| AM | 35 | 180 | 38 | 0 | 320 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 35 | 213 | 15 | 0 | 223 | PM |

### EASTBOUND — E 7th St

| AM | NOON | PM | | |
|---|---|---|---|---|
| 389 | 0 | 243 | ⇦ | |
| 0 | 0 | 0 | ↶ | 0 |
| 28 | 0 | 52 | ↱ | 0 |
| 218 | 0 | 199 | → | 1 |
| 69 | 0 | 91 | ↴ | 0 |
| AM | NOON | PM | | |

### WESTBOUND — E 7th St

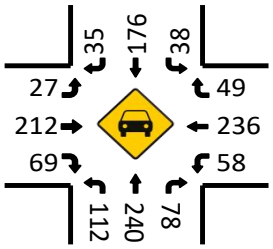
| PM | NOON | AM | | |
|---|---|---|---|---|
| 9 | 0 | 49 | ↰ | 0 |
| 135 | 0 | 240 | ← | 1 |
| 69 | 0 | 58 | ↰ | 0 |
| 0 | 0 | 0 | ↰ | 0 |
| 270 | 0 | 334 | ⇨ | |
| PM | NOON | AM | | |

### NORTHBOUND — Hewitt St

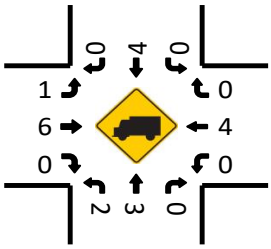
| | L | T | R | U | Total | |
|---|---|---|---|---|---|---|
| PM | 373 | 0 | 73 | 162 | 56 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 307 | 0 | 114 | 243 | 78 | AM |

| CONTROL | | | |
|---|---|---|---|
| 4-Way Stop | | | |
| TEV | 1350 AM | 0 NOON | 1109 PM |
| PHF | 0.87 | | 0.93 |

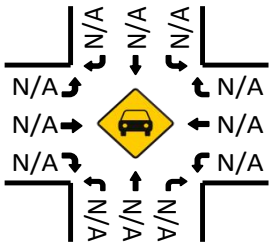
Cars (AM)



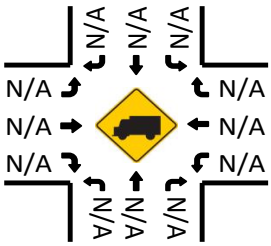

HT (AM)



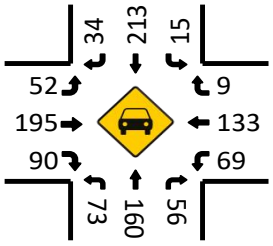

Cars (NOON)



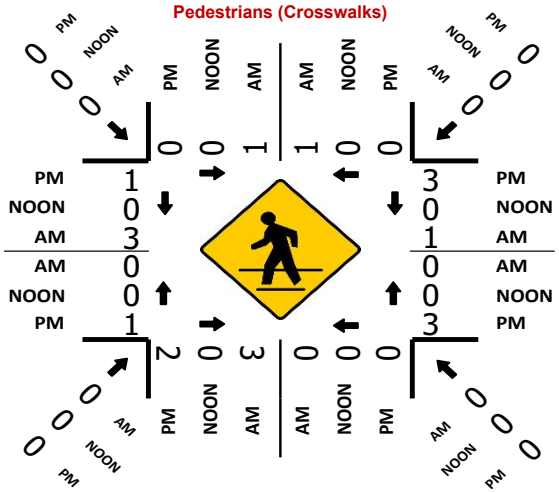

HT (NOON)



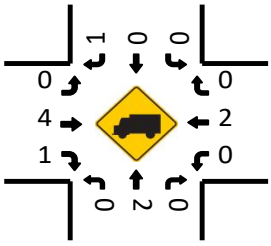

Cars (PM)




Pedestrians (Crosswalks)




HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-025
**Date:** 5/8/2019

## Total

| NS/EW Streets: | S Hewitt St | | | | S Hewitt St | | | | E Esplanade Ave | | | | E Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 30 | 80 | 8 | 0 | 5 | 39 | 14 | 0 | 20 | 45 | 19 | 0 | 6 | 54 | 11 | 0 | 331 |
| 7:15 AM | 24 | 61 | 7 | 0 | 4 | 67 | 36 | 0 | 28 | 67 | 31 | 0 | 10 | 85 | 10 | 0 | 430 |
| 7:30 AM | 31 | 69 | 5 | 0 | 12 | 61 | 16 | 0 | 12 | 58 | 20 | 0 | 17 | 101 | 17 | 0 | 419 |
| 7:45 AM | 39 | 69 | 6 | 0 | 17 | 53 | 22 | 0 | 11 | 50 | 25 | 0 | 7 | 87 | 22 | 0 | 408 |
| 8:00 AM | 23 | 49 | 12 | 0 | 12 | 51 | 15 | 0 | 11 | 72 | 15 | 0 | 16 | 60 | 13 | 0 | 349 |
| 8:15 AM | 22 | 47 | 10 | 0 | 17 | 50 | 39 | 0 | 16 | 72 | 20 | 0 | 20 | 91 | 20 | 0 | 424 |
| 8:30 AM | 22 | 55 | 13 | 0 | 10 | 71 | 38 | 0 | 9 | 77 | 20 | 0 | 15 | 121 | 11 | 0 | 462 |
| 8:45 AM | 27 | 42 | 9 | 1 | 6 | 51 | 21 | 0 | 23 | 45 | 34 | 2 | 14 | 84 | 10 | 0 | 369 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 218 | 472 | 70 | 1 | 83 | 443 | 201 | 0 | 130 | 486 | 184 | 2 | 105 | 683 | 114 | 0 | 3192 |
| **APPROACH %'s :** | 28.65% | 62.02% | 9.20% | 0.13% | 11.42% | 60.94% | 27.65% | 0.00% | 16.21% | 60.60% | 22.94% | 0.25% | 11.64% | 75.72% | 12.64% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 106 | 220 | 41 | 0 | 56 | 225 | 114 | 0 | 47 | 271 | 80 | 0 | 58 | 359 | 66 | 0 | 1643 |
| **PEAK HR FACTOR :** | 0.679 | 0.797 | 0.788 | 0.000 | 0.824 | 0.792 | 0.731 | 0.000 | 0.734 | 0.880 | 0.800 | 0.000 | 0.725 | 0.742 | 0.750 | 0.000 | 0.889 |
| | 0.805 | | | | 0.830 | | | | 0.921 | | | | 0.821 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 30 | 71 | 12 | 0 | 11 | 57 | 33 | 0 | 29 | 103 | 47 | 0 | 13 | 65 | 6 | 0 | 477 |
| 4:15 PM | 34 | 54 | 12 | 0 | 10 | 60 | 40 | 0 | 28 | 99 | 40 | 0 | 20 | 78 | 3 | 1 | 479 |
| 4:30 PM | 38 | 49 | 13 | 0 | 12 | 62 | 34 | 0 | 21 | 103 | 35 | 0 | 3 | 57 | 12 | 0 | 439 |
| 4:45 PM | 28 | 52 | 10 | 0 | 13 | 76 | 30 | 0 | 28 | 93 | 40 | 0 | 12 | 61 | 11 | 0 | 454 |
| 5:00 PM | 23 | 59 | 20 | 0 | 13 | 72 | 33 | 0 | 23 | 91 | 34 | 0 | 14 | 75 | 7 | 0 | 464 |
| 5:15 PM | 30 | 67 | 16 | 0 | 10 | 78 | 34 | 0 | 32 | 118 | 43 | 1 | 7 | 75 | 5 | 0 | 516 |
| 5:30 PM | 23 | 63 | 17 | 0 | 3 | 55 | 33 | 0 | 29 | 108 | 39 | 0 | 10 | 74 | 7 | 0 | 461 |
| 5:45 PM | 39 | 57 | 9 | 0 | 8 | 73 | 24 | 0 | 22 | 79 | 33 | 0 | 11 | 81 | 6 | 0 | 442 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 245 | 472 | 109 | 0 | 80 | 533 | 261 | 0 | 212 | 794 | 311 | 1 | 90 | 566 | 57 | 1 | 3732 |
| **APPROACH %'s :** | 29.66% | 57.14% | 13.20% | 0.00% | 9.15% | 60.98% | 29.86% | 0.00% | 16.08% | 60.24% | 23.60% | 0.08% | 12.61% | 79.27% | 7.98% | 0.14% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 104 | 241 | 63 | 0 | 39 | 281 | 130 | 0 | 112 | 410 | 156 | 1 | 43 | 285 | 30 | 0 | 1895 |
| **PEAK HR FACTOR :** | 0.867 | 0.899 | 0.788 | 0.000 | 0.750 | 0.901 | 0.956 | 0.000 | 0.875 | 0.869 | 0.907 | 0.250 | 0.768 | 0.950 | 0.682 | 0.000 | 0.918 |
| | 0.903 | | | | 0.922 | | | | 0.875 | | | | 0.932 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-025
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | S Hewitt St | | | | S Hewitt St | | | | E Esplanade Ave | | | | E Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 30 | 80 | 8 | 0 | 5 | 39 | 14 | 0 | 20 | 45 | 19 | 0 | 6 | 54 | 11 | 0 | 331 |
| 7:15 AM | 24 | 61 | 7 | 0 | 4 | 67 | 35 | 0 | 28 | 63 | 31 | 0 | 10 | 85 | 10 | 0 | 425 |
| 7:30 AM | 31 | 68 | 5 | 0 | 11 | 61 | 15 | 0 | 12 | 57 | 20 | 0 | 17 | 97 | 16 | 0 | 410 |
| 7:45 AM | 38 | 69 | 6 | 0 | 16 | 50 | 22 | 0 | 10 | 50 | 25 | 0 | 7 | 85 | 21 | 0 | 399 |
| 8:00 AM | 23 | 49 | 12 | 0 | 12 | 49 | 15 | 0 | 11 | 70 | 15 | 0 | 16 | 59 | 13 | 0 | 344 |
| 8:15 AM | 21 | 45 | 10 | 0 | 17 | 49 | 37 | 0 | 16 | 70 | 19 | 0 | 20 | 88 | 20 | 0 | 412 |
| 8:30 AM | 22 | 55 | 13 | 0 | 10 | 70 | 37 | 0 | 9 | 76 | 20 | 0 | 15 | 119 | 9 | 0 | 455 |
| 8:45 AM | 25 | 42 | 9 | 1 | 6 | 49 | 20 | 0 | 21 | 45 | 33 | 2 | 14 | 82 | 9 | 0 | 358 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 214 | 469 | 70 | 1 | 81 | 434 | 195 | 0 | 127 | 476 | 182 | 2 | 105 | 669 | 109 | 0 | 3134 |
| **APPROACH %'s :** | 28.38% | 62.20% | 9.28% | 0.13% | 11.41% | 61.13% | 27.46% | 0.00% | 16.14% | 60.48% | 23.13% | 0.25% | 11.89% | 75.76% | 12.34% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 104 | 218 | 41 | 0 | 55 | 218 | 111 | 0 | 46 | 266 | 79 | 0 | 58 | 351 | 63 | 0 | 1610 |
| **PEAK HR FACTOR :** | 0.68 | 0.790 | 0.788 | 0.000 | 0.809 | 0.779 | 0.750 | 0.000 | 0.719 | 0.875 | 0.790 | 0.000 | 0.725 | 0.737 | 0.750 | 0.000 | 0.885 |
| | 0.803 | | | | 0.821 | | | | 0.931 | | | | 0.825 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 30 | 70 | 12 | 0 | 11 | 55 | 32 | 0 | 29 | 103 | 47 | 0 | 13 | 64 | 6 | 0 | 472 |
| 4:15 PM | 33 | 54 | 12 | 0 | 10 | 60 | 38 | 0 | 28 | 99 | 40 | 0 | 20 | 74 | 3 | 1 | 472 |
| 4:30 PM | 38 | 49 | 13 | 0 | 12 | 61 | 33 | 0 | 20 | 103 | 35 | 0 | 3 | 55 | 12 | 0 | 434 |
| 4:45 PM | 28 | 50 | 10 | 0 | 12 | 76 | 30 | 0 | 28 | 91 | 40 | 0 | 12 | 59 | 11 | 0 | 447 |
| 5:00 PM | 23 | 58 | 20 | 0 | 13 | 72 | 33 | 0 | 23 | 90 | 33 | 0 | 13 | 75 | 7 | 0 | 460 |
| 5:15 PM | 30 | 67 | 16 | 0 | 10 | 78 | 34 | 0 | 32 | 118 | 43 | 1 | 7 | 75 | 5 | 0 | 516 |
| 5:30 PM | 23 | 62 | 17 | 0 | 3 | 55 | 33 | 0 | 28 | 108 | 39 | 0 | 10 | 71 | 7 | 0 | 456 |
| 5:45 PM | 38 | 57 | 9 | 0 | 8 | 73 | 24 | 0 | 22 | 79 | 33 | 0 | 10 | 80 | 6 | 0 | 439 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 243 | 467 | 109 | 0 | 79 | 530 | 257 | 0 | 210 | 791 | 310 | 1 | 88 | 553 | 57 | 1 | 3696 |
| **APPROACH %'s :** | 29.67% | 57.02% | 13.31% | 0.00% | 9.12% | 61.20% | 29.68% | 0.00% | 16.01% | 60.29% | 23.63% | 0.08% | 12.59% | 79.11% | 8.15% | 0.14% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 104 | 237 | 63 | 0 | 38 | 281 | 130 | 0 | 111 | 407 | 155 | 1 | 42 | 280 | 30 | 0 | 1879 |
| **PEAK HR FACTOR :** | 0.87 | 0.884 | 0.788 | 0.000 | 0.731 | 0.901 | 0.956 | 0.000 | 0.867 | 0.862 | 0.901 | 0.250 | 0.808 | 0.933 | 0.682 | 0.000 | 0.910 |
| | 0.894 | | | | 0.920 | | | | 0.869 | | | | 0.926 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-025
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | S Hewitt St | | | | S Hewitt St | | | | E Esplanade Ave | | | | E Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 9 |
| 7:45 AM | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 9 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 8:15 AM | 1 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 12 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 7 |
| 8:45 AM | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 11 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 4 | 3 | 0 | 0 | 2 | 9 | 6 | 0 | 3 | 10 | 2 | 0 | 0 | 14 | 5 | 0 | 58 |
| **APPROACH %'s :** | 57.14% | 42.86% | 0.00% | 0.00% | 11.76% | 52.94% | 35.29% | 0.00% | 20.00% | 66.67% | 13.33% | 0.00% | 0.00% | 73.68% | 26.32% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 2 | 0 | 0 | 1 | 7 | 3 | 0 | 1 | 5 | 1 | 0 | 0 | 8 | 3 | 0 | 33 |
| **PEAK HR FACTOR :** | 0.500 | 0.250 | 0.000 | 0.000 | 0.250 | 0.583 | 0.375 | 0.000 | 0.250 | 0.625 | 0.250 | 0.000 | 0.000 | 0.667 | 0.375 | 0.000 | 0.688 |
| | 0.333 | | | | 0.688 | | | | 0.583 | | | | 0.688 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 4:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 7 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 4:45 PM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 7 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 4 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 5 | 0 | 0 | 1 | 3 | 4 | 0 | 2 | 3 | 1 | 0 | 2 | 13 | 0 | 0 | 36 |
| **APPROACH %'s :** | 28.57% | 71.43% | 0.00% | 0.00% | 12.50% | 37.50% | 50.00% | 0.00% | 33.33% | 50.00% | 16.67% | 0.00% | 13.33% | 86.67% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 5 | 0 | 0 | 16 |
| **PEAK HR FACTOR :** | 0.00 | 0.500 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.375 | 0.250 | 0.000 | 0.250 | 0.417 | 0.000 | 0.000 | 0.571 |
| | 0.500 | | | | 0.250 | | | | 0.625 | | | | 0.500 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-025
**Date:** 5/8/2019

**Bikes**

| **NS/EW Streets:** | S Hewitt St | | | | S Hewitt St | | | | E Esplanade Ave | | | | E Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 1 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 5 |
| **APPROACH %'s :** | | | | | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 66.67% | 33.33% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | 0.250 | | | | 0.250 | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 1 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 11 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | 0.00% | 33.33% | 66.67% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.500 |
| | | | | | | | | | | | | | | 0.500 | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Esplanade Ave
**City:** San Jacinto
**Project ID:** 19-06063-025
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | S Hewitt St | | S Hewitt St | | E Esplanade Ave | | E Esplanade Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 8:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 1 | 3 | 0 | 2 | 1 | 4 | 0 | 1 | 12 |
| **APPROACH %'s :** | 25.00% | 75.00% | 0.00% | 100.00% | 20.00% | 80.00% | 0.00% | 100.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.250 | | | 0.250 | | 0.500 | | | 0.500 |
| | 0.250 | | 0.250 | | 0.500 | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 4 |
| 4:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 4:45 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 3 | 8 | 0 | 1 | 4 | 2 | 0 | 18 |
| **APPROACH %'s :** | 0.00% | 100.00% | 100.00% | 0.00% | 20.00% | 80.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 4 | 0 | 0 | 3 | 0 | 0 | 9 |
| **PEAK HR FACTOR :** | | 0.250 | 0.500 | | | 0.250 | | | 0.450 |
| | 0.250 | | 0.500 | | 0.250 | | | | |

Prepared by National Data & Surveying Services

# S Hewitt St & E Esplanade Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-025
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

| PEAK HOURS | COUNT PERIODS |
|---|---|
| 07:45 AM - 08:45 AM | 07:00 AM - 09:00 AM |
| NONE | NONE |
| 04:45 PM - 05:45 PM | 04:00 PM - 06:00 PM |

### SOUTHBOUND — S Hewitt St

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 114 | 225 | 56 | 0 | 333 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 130 | 281 | 39 | 0 | 383 | PM |

### EASTBOUND — E Esplanade Ave

| AM | NOON | PM | |
|---|---|---|---|
| 579 | 0 | 520 | |
| 0 | 0 | 1 | 0 |
| 47 | 0 | 112 | 1 |
| 271 | 0 | 410 | 2 |
| 80 | 0 | 156 | 0 |
| AM | NOON | PM | |

### WESTBOUND — E Esplanade Ave

| PM | NOON | AM | |
|---|---|---|---|
| 30 | 0 | 66 | 0 |
| 285 | 0 | 359 | 2 |
| 43 | 0 | 58 | 1 |
| 0 | 0 | 0 | 0 |
| 512 | 0 | 368 | |
| PM | NOON | AM | |

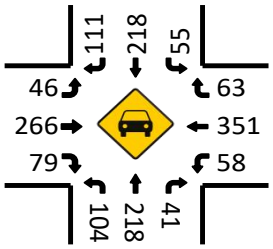
### NORTHBOUND — S Hewitt St

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 480 | 0 | 104 | 241 | 63 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 363 | 0 | 106 | 220 | 41 | AM |

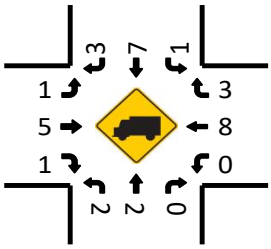
| | 1 | 1 | 1 | 0 |
|---|---|---|---|---|
| | 0 | 1 | 2 | 0 |

| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 1643 AM | 0 NOON | 1895 PM |
| PHF | 0.89 | | 0.92 |

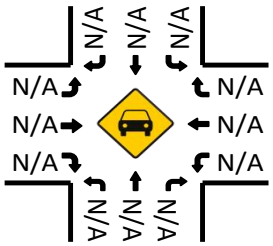
### Cars (AM)



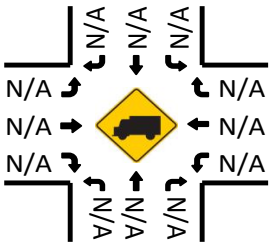

### HT (AM)



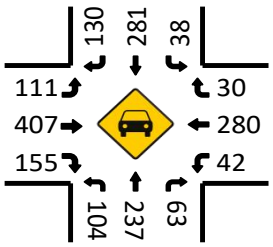

### Cars (NOON)



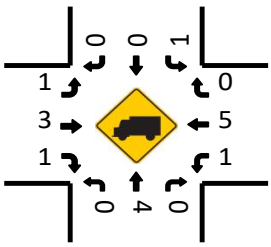

### HT (NOON)



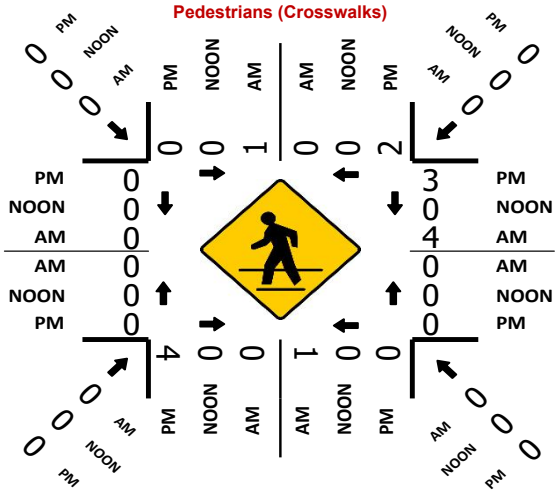

### Cars (PM)




### HT (PM)




### Pedestrians (Crosswalks)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Commonwealth Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-026
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | S Hewitt St | | | | S Hewitt St | | | | E Commonwealth Ave | | | | E Commonwealth Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 12 | 102 | 2 | 0 | 1 | 57 | 8 | 0 | 7 | 6 | 4 | 0 | 6 | 12 | 7 | 0 | 224 |
| 7:15 AM | 9 | 82 | 1 | 0 | 3 | 88 | 13 | 0 | 5 | 11 | 7 | 0 | 4 | 25 | 3 | 0 | 251 |
| 7:30 AM | 11 | 98 | 6 | 0 | 7 | 75 | 18 | 0 | 10 | 13 | 5 | 0 | 2 | 25 | 5 | 0 | 275 |
| 7:45 AM | 18 | 96 | 12 | 0 | 3 | 75 | 9 | 0 | 6 | 11 | 8 | 0 | 3 | 24 | 9 | 0 | 274 |
| 8:00 AM | 11 | 70 | 9 | 0 | 2 | 68 | 11 | 0 | 10 | 10 | 8 | 0 | 6 | 18 | 6 | 0 | 229 |
| 8:15 AM | 11 | 80 | 23 | 0 | 6 | 66 | 20 | 0 | 3 | 29 | 4 | 0 | 20 | 45 | 2 | 0 | 309 |
| 8:30 AM | 16 | 63 | 21 | 0 | 7 | 70 | 22 | 0 | 12 | 25 | 10 | 0 | 18 | 50 | 6 | 0 | 320 |
| 8:45 AM | 13 | 77 | 1 | 0 | 1 | 93 | 10 | 0 | 5 | 15 | 10 | 0 | 12 | 23 | 2 | 0 | 262 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 101 | 668 | 75 | 0 | 30 | 592 | 111 | 0 | 58 | 120 | 56 | 0 | 71 | 222 | 40 | 0 | 2144 |
| **APPROACH %'s :** | 11.97% | 79.15% | 8.89% | 0.00% | 4.09% | 80.76% | 15.14% | 0.00% | 24.79% | 51.28% | 23.93% | 0.00% | 21.32% | 66.67% | 12.01% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 56 | 309 | 65 | 0 | 18 | 279 | 62 | 0 | 31 | 75 | 30 | 0 | 47 | 137 | 23 | 0 | 1132 |
| **PEAK HR FACTOR :** | 0.778 | 0.805 | 0.707 | 0.000 | 0.643 | 0.930 | 0.705 | 0.000 | 0.646 | 0.647 | 0.750 | 0.000 | 0.588 | 0.685 | 0.639 | 0.000 | 0.884 |
| | 0.853 | | | | 0.907 | | | | 0.723 | | | | 0.699 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 22 | 88 | 1 | 0 | 4 | 99 | 19 | 0 | 22 | 33 | 35 | 0 | 1 | 28 | 2 | 0 | 354 |
| 4:15 PM | 21 | 75 | 4 | 0 | 5 | 90 | 26 | 0 | 24 | 38 | 33 | 0 | 3 | 30 | 4 | 0 | 353 |
| 4:30 PM | 24 | 66 | 10 | 0 | 3 | 81 | 17 | 0 | 24 | 34 | 31 | 0 | 5 | 24 | 8 | 0 | 327 |
| 4:45 PM | 16 | 68 | 6 | 0 | 6 | 98 | 22 | 0 | 19 | 33 | 17 | 0 | 6 | 24 | 2 | 0 | 317 |
| 5:00 PM | 19 | 77 | 10 | 0 | 8 | 90 | 22 | 0 | 26 | 41 | 32 | 0 | 5 | 35 | 1 | 0 | 366 |
| 5:15 PM | 26 | 89 | 9 | 0 | 4 | 100 | 24 | 0 | 19 | 35 | 26 | 0 | 4 | 17 | 6 | 0 | 359 |
| 5:30 PM | 21 | 72 | 10 | 0 | 1 | 83 | 15 | 0 | 28 | 52 | 43 | 0 | 4 | 25 | 1 | 0 | 355 |
| 5:45 PM | 21 | 83 | 9 | 0 | 5 | 85 | 32 | 0 | 17 | 37 | 39 | 0 | 3 | 29 | 6 | 0 | 366 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 170 | 618 | 59 | 0 | 36 | 726 | 177 | 0 | 179 | 303 | 256 | 0 | 31 | 212 | 30 | 0 | 2797 |
| **APPROACH %'s :** | 20.07% | 72.96% | 6.97% | 0.00% | 3.83% | 77.32% | 18.85% | 0.00% | 24.25% | 41.06% | 34.69% | 0.00% | 11.36% | 77.66% | 10.99% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 87 | 321 | 38 | 0 | 18 | 358 | 93 | 0 | 90 | 165 | 140 | 0 | 16 | 106 | 14 | 0 | 1446 |
| **PEAK HR FACTOR :** | 0.837 | 0.902 | 0.950 | 0.000 | 0.563 | 0.895 | 0.727 | 0.000 | 0.804 | 0.793 | 0.814 | 0.000 | 0.800 | 0.757 | 0.583 | 0.000 | 0.988 |
| | 0.899 | | | | 0.916 | | | | 0.803 | | | | 0.829 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Commonwealth Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-026
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | S Hewitt St | | | | S Hewitt St | | | | E Commonwealth Ave | | | | E Commonwealth Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 12 | 102 | 2 | 0 | 1 | 57 | 8 | 0 | 7 | 6 | 3 | 0 | 6 | 12 | 7 | 0 | 223 |
| 7:15 AM | 9 | 82 | 1 | 0 | 3 | 88 | 13 | 0 | 5 | 11 | 7 | 0 | 4 | 25 | 3 | 0 | 251 |
| 7:30 AM | 11 | 97 | 6 | 0 | 7 | 75 | 18 | 0 | 10 | 12 | 5 | 0 | 2 | 25 | 5 | 0 | 273 |
| 7:45 AM | 18 | 95 | 12 | 0 | 3 | 72 | 9 | 0 | 6 | 11 | 8 | 0 | 3 | 24 | 9 | 0 | 270 |
| 8:00 AM | 11 | 70 | 9 | 0 | 2 | 66 | 11 | 0 | 10 | 10 | 8 | 0 | 6 | 18 | 6 | 0 | 227 |
| 8:15 AM | 11 | 78 | 23 | 0 | 5 | 65 | 20 | 0 | 2 | 27 | 4 | 0 | 19 | 45 | 2 | 0 | 301 |
| 8:30 AM | 16 | 63 | 21 | 0 | 6 | 70 | 22 | 0 | 12 | 24 | 10 | 0 | 18 | 50 | 6 | 0 | 318 |
| 8:45 AM | 13 | 75 | 1 | 0 | 1 | 90 | 10 | 0 | 5 | 15 | 10 | 0 | 12 | 22 | 2 | 0 | 256 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 101 | 662 | 75 | 0 | 28 | 583 | 111 | 0 | 57 | 116 | 55 | 0 | 70 | 221 | 40 | 0 | 2119 |
| **APPROACH %'s :** | 12.05% | 79.00% | 8.95% | 0.00% | 3.88% | 80.75% | 15.37% | 0.00% | 25.00% | 50.88% | 24.12% | 0.00% | 21.15% | 66.77% | 12.08% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 56 | 306 | 65 | 0 | 16 | 273 | 62 | 0 | 30 | 72 | 30 | 0 | 46 | 137 | 23 | 0 | 1116 |
| **PEAK HR FACTOR :** | 0.78 | 0.805 | 0.707 | 0.000 | 0.667 | 0.948 | 0.705 | 0.000 | 0.625 | 0.667 | 0.750 | 0.000 | 0.605 | 0.685 | 0.639 | 0.000 | 0.877 |
| | 0.854 | | | | 0.895 | | | | 0.717 | | | | 0.696 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 22 | 87 | 1 | 0 | 4 | 97 | 19 | 0 | 22 | 33 | 35 | 0 | 1 | 27 | 2 | 0 | 350 |
| 4:15 PM | 21 | 74 | 4 | 0 | 5 | 90 | 26 | 0 | 24 | 38 | 33 | 0 | 3 | 30 | 4 | 0 | 352 |
| 4:30 PM | 24 | 66 | 10 | 0 | 3 | 80 | 17 | 0 | 24 | 34 | 31 | 0 | 5 | 23 | 8 | 0 | 325 |
| 4:45 PM | 16 | 66 | 6 | 0 | 6 | 98 | 22 | 0 | 18 | 33 | 17 | 0 | 6 | 24 | 2 | 0 | 314 |
| 5:00 PM | 19 | 77 | 10 | 0 | 8 | 88 | 22 | 0 | 26 | 41 | 32 | 0 | 5 | 35 | 1 | 0 | 364 |
| 5:15 PM | 26 | 89 | 9 | 0 | 4 | 100 | 24 | 0 | 19 | 35 | 26 | 0 | 4 | 17 | 6 | 0 | 359 |
| 5:30 PM | 20 | 71 | 10 | 0 | 1 | 83 | 15 | 0 | 28 | 52 | 43 | 0 | 4 | 25 | 1 | 0 | 353 |
| 5:45 PM | 21 | 82 | 9 | 0 | 5 | 84 | 32 | 0 | 17 | 37 | 39 | 0 | 3 | 29 | 6 | 0 | 364 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 169 | 612 | 59 | 0 | 36 | 720 | 177 | 0 | 178 | 303 | 256 | 0 | 31 | 210 | 30 | 0 | 2781 |
| **APPROACH %'s :** | 20.12% | 72.86% | 7.02% | 0.00% | 3.86% | 77.17% | 18.97% | 0.00% | 24.15% | 41.11% | 34.74% | 0.00% | 11.44% | 77.49% | 11.07% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 86 | 319 | 38 | 0 | 18 | 355 | 93 | 0 | 90 | 165 | 140 | 0 | 16 | 106 | 14 | 0 | 1440 |
| **PEAK HR FACTOR :** | 0.83 | 0.896 | 0.950 | 0.000 | 0.563 | 0.888 | 0.727 | 0.000 | 0.804 | 0.793 | 0.814 | 0.000 | 0.800 | 0.757 | 0.583 | 0.000 | 0.989 |
| | 0.893 | | | | 0.910 | | | | 0.803 | | | | 0.829 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Commonwealth Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-026
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | S Hewitt St | | | | S Hewitt St | | | | E Commonwealth Ave | | | | E Commonwealth Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 AM | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 6 | 0 | 0 | 2 | 9 | 0 | 0 | 1 | 4 | 1 | 0 | 1 | 1 | 0 | 0 | 25 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 18.18% | 81.82% | 0.00% | 0.00% | 16.67% | 66.67% | 16.67% | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 3 | 0 | 0 | 2 | 6 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 16 |
| **PEAK HR FACTOR :** | 0.000 | 0.375 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.250 | 0.375 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 |
| | 0.375 | | | | 0.667 | | | | 0.333 | | | | 0.250 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 4:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 16 |
| **APPROACH %'s :** | 14.29% | 85.71% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.25 | 0.500 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 |
| | 0.375 | | | | 0.375 | | | | | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Commonwealth Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-026
**Date:** 5/8/2019

**Bikes**

| **NS/EW Streets:** | S Hewitt St | | | | S Hewitt St | | | | E Commonwealth Ave | | | | E Commonwealth Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 4 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 6 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 33.33% | 66.67% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | | | | | 0.250 | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Commonwealth Ave **Project ID:** 19-06063-026
**City:** San Jacinto **Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | S Hewitt St | | S Hewitt St | | E Commonwealth Ave | | E Commonwealth Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 8:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 1 | 9 |
| **APPROACH %'s :** | | | 50.00% | 50.00% | 50.00% | 50.00% | 0.00% | 100.00% | |
| **PEAK HR :** | **07:45 AM - 08:45 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 6 |
| **PEAK HR FACTOR :** | | | 0.250 | 0.375 | 0.250 | 0.250 | | | 0.750 |
| | | | 0.500 | | 0.500 | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 5 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 6 |
| 5:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 4 | 3 | 2 | 1 | 3 | 0 | 4 | 17 |
| **APPROACH %'s :** | 0.00% | 100.00% | 60.00% | 40.00% | 25.00% | 75.00% | 0.00% | 100.00% | |
| **PEAK HR :** | **05:00 PM - 06:00 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 4 | 10 |
| **PEAK HR FACTOR :** | | 0.333 | 0.250 | | 0.250 | | | 0.333 | 0.417 |
| | 0.333 | | 0.250 | | 0.250 | | 0.333 | | |

Prepared by National Data & Surveying Services

# S Hewitt St & E Commonwealth Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-026
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### S Hewitt St — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 62 | 279 | 18 | 0 | 363 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 93 | 358 | 18 | 0 | 425 | PM |

### E Commonwealth Ave — EASTBOUND

| AM | NOON | PM | | |
|---|---|---|---|---|
| 255 | 0 | 286 | ⇦ | |
| 0 | 0 | 0 | ↶ | 0 |
| 31 | 0 | 90 | ↱ | 1 |
| 75 | 0 | 165 | → | 1 |
| 30 | 0 | 140 | ↷ | 0 |
| AM | NOON | PM | | |

### CONTROL

Signalized

| | | | |
|---|---|---|---|
| TEV | 1132 AM | 0 NOON | 1446 PM |
| PHF | 0.88 | | 0.99 |

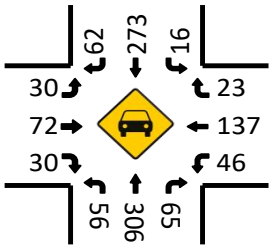
### E Commonwealth Ave — WESTBOUND

| PM | NOON | AM | | |
|---|---|---|---|---|
| 14 | 0 | 23 | ↶ | 0 |
| 106 | 0 | 137 | ← | 1 |
| 16 | 0 | 47 | ↰ | 1 |
| 0 | 0 | 0 | ↩ | 0 |
| 221 | 0 | 158 | ⇨ | |
| PM | NOON | AM | | |

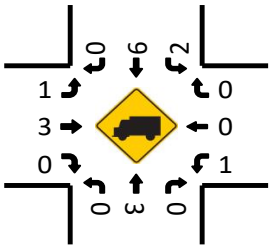
### S Hewitt St — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 514 | 0 | 87 | 321 | 38 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 356 | 0 | 56 | 309 | 65 | AM |

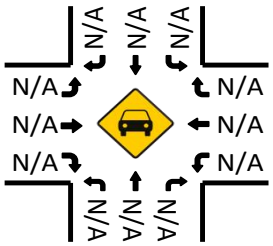
Cars (AM)



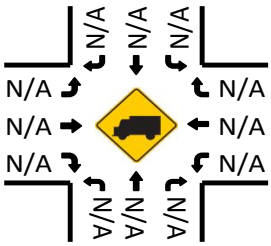

HT (AM)



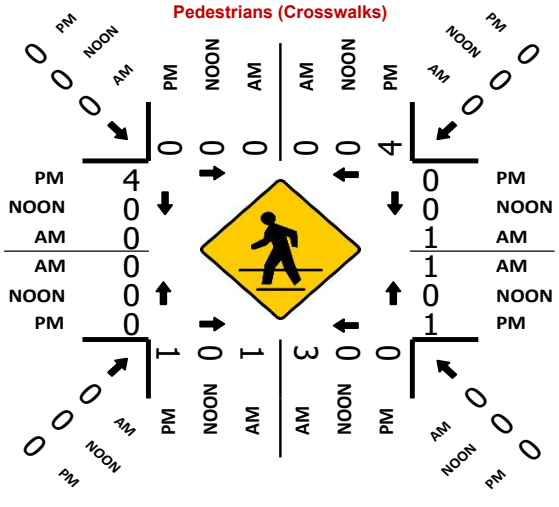

Cars (NOON)




HT (NOON)




Pedestrians (Crosswalks)


PM
NOON
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National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Main St/Lake Park Dr
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-027
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E Main St/Lake Park Dr | | | | E Main St/Lake Park Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 11 | 232 | 54 | 0 | 9 | 99 | 6 | 0 | 8 | 15 | 13 | 0 | 17 | 25 | 5 | 0 | 494 |
| 7:15 AM | 21 | 231 | 60 | 0 | 17 | 125 | 13 | 0 | 5 | 19 | 11 | 0 | 32 | 16 | 12 | 0 | 562 |
| 7:30 AM | 15 | 183 | 40 | 0 | 13 | 89 | 9 | 0 | 9 | 25 | 8 | 0 | 24 | 20 | 14 | 0 | 449 |
| 7:45 AM | 9 | 190 | 58 | 0 | 18 | 99 | 8 | 0 | 4 | 34 | 10 | 0 | 21 | 14 | 12 | 0 | 477 |
| 8:00 AM | 10 | 128 | 44 | 1 | 14 | 83 | 3 | 0 | 2 | 25 | 6 | 0 | 26 | 19 | 11 | 0 | 372 |
| 8:15 AM | 6 | 132 | 36 | 0 | 16 | 70 | 5 | 0 | 2 | 30 | 7 | 0 | 22 | 24 | 8 | 0 | 358 |
| 8:30 AM | 7 | 106 | 60 | 1 | 9 | 50 | 5 | 0 | 1 | 21 | 4 | 0 | 30 | 25 | 9 | 0 | 328 |
| 8:45 AM | 10 | 101 | 47 | 0 | 5 | 68 | 4 | 0 | 3 | 33 | 7 | 0 | 30 | 29 | 11 | 0 | 348 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 89 | 1303 | 399 | 2 | 101 | 683 | 53 | 0 | 34 | 202 | 66 | 0 | 202 | 172 | 82 | 0 | 3388 |
| **APPROACH %'s :** | 4.96% | 72.67% | 22.25% | 0.11% | 12.07% | 81.60% | 6.33% | 0.00% | 11.26% | 66.89% | 21.85% | 0.00% | 44.30% | 37.72% | 17.98% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 56 | 836 | 212 | 0 | 57 | 412 | 36 | 0 | 26 | 93 | 42 | 0 | 94 | 75 | 43 | 0 | 1982 |
| **PEAK HR FACTOR :** | 0.667 | 0.901 | 0.883 | 0.000 | 0.792 | 0.824 | 0.692 | 0.000 | 0.722 | 0.684 | 0.808 | 0.000 | 0.734 | 0.750 | 0.768 | 0.000 | 0.882 |
| | 0.885 | | | | 0.815 | | | | 0.839 | | | | 0.883 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 83 | 44 | 0 | 22 | 145 | 10 | 0 | 10 | 32 | 12 | 0 | 49 | 32 | 25 | 0 | 469 |
| 4:15 PM | 9 | 83 | 44 | 2 | 27 | 148 | 2 | 0 | 3 | 34 | 13 | 0 | 62 | 40 | 23 | 0 | 490 |
| 4:30 PM | 3 | 59 | 40 | 0 | 14 | 147 | 4 | 0 | 3 | 37 | 5 | 0 | 81 | 36 | 26 | 0 | 455 |
| 4:45 PM | 13 | 91 | 38 | 0 | 22 | 147 | 5 | 0 | 2 | 31 | 6 | 0 | 53 | 27 | 19 | 0 | 454 |
| 5:00 PM | 14 | 91 | 50 | 1 | 24 | 174 | 6 | 0 | 2 | 27 | 10 | 0 | 88 | 42 | 15 | 0 | 544 |
| 5:15 PM | 6 | 74 | 61 | 0 | 19 | 152 | 3 | 0 | 4 | 44 | 7 | 0 | 67 | 26 | 16 | 0 | 479 |
| 5:30 PM | 8 | 79 | 66 | 0 | 18 | 176 | 6 | 0 | 2 | 44 | 3 | 0 | 79 | 32 | 9 | 0 | 522 |
| 5:45 PM | 6 | 79 | 43 | 0 | 24 | 138 | 5 | 0 | 1 | 34 | 10 | 0 | 71 | 32 | 11 | 0 | 454 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 64 | 639 | 386 | 3 | 170 | 1227 | 41 | 0 | 27 | 283 | 66 | 0 | 550 | 267 | 144 | 0 | 3867 |
| **APPROACH %'s :** | 5.86% | 58.52% | 35.35% | 0.27% | 11.82% | 85.33% | 2.85% | 0.00% | 7.18% | 75.27% | 17.55% | 0.00% | 57.23% | 27.78% | 14.98% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 41 | 335 | 215 | 1 | 83 | 649 | 20 | 0 | 10 | 146 | 26 | 0 | 287 | 127 | 59 | 0 | 1999 |
| **PEAK HR FACTOR :** | 0.732 | 0.920 | 0.814 | 0.250 | 0.865 | 0.922 | 0.833 | 0.000 | 0.625 | 0.830 | 0.650 | 0.000 | 0.815 | 0.756 | 0.776 | 0.000 | 0.919 |
| | 0.949 | | | | 0.922 | | | | 0.827 | | | | 0.816 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Main St/Lake Park Dr
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-027
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E Main St/Lake Park Dr | | | | E Main St/Lake Park Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 11 | 230 | 53 | 0 | 9 | 96 | 6 | 0 | 8 | 15 | 12 | 0 | 17 | 23 | 5 | 0 | 485 |
| 7:15 AM | 21 | 229 | 58 | 0 | 17 | 119 | 13 | 0 | 5 | 19 | 11 | 0 | 31 | 16 | 12 | 0 | 551 |
| 7:30 AM | 15 | 182 | 39 | 0 | 12 | 82 | 9 | 0 | 9 | 21 | 8 | 0 | 22 | 20 | 14 | 0 | 433 |
| 7:45 AM | 9 | 188 | 58 | 0 | 18 | 96 | 8 | 0 | 4 | 33 | 10 | 0 | 20 | 14 | 11 | 0 | 469 |
| 8:00 AM | 10 | 126 | 43 | 1 | 14 | 81 | 3 | 0 | 2 | 25 | 5 | 0 | 26 | 18 | 10 | 0 | 364 |
| 8:15 AM | 6 | 130 | 36 | 0 | 16 | 66 | 4 | 0 | 2 | 30 | 7 | 0 | 20 | 22 | 8 | 0 | 347 |
| 8:30 AM | 7 | 96 | 60 | 1 | 9 | 48 | 4 | 0 | 1 | 21 | 4 | 0 | 29 | 25 | 9 | 0 | 314 |
| 8:45 AM | 10 | 100 | 43 | 0 | 5 | 66 | 4 | 0 | 3 | 32 | 7 | 0 | 30 | 29 | 11 | 0 | 340 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 89 | 1281 | 390 | 2 | 100 | 654 | 51 | 0 | 34 | 196 | 64 | 0 | 195 | 167 | 80 | 0 | 3303 |
| **APPROACH %'s :** | 5.05% | 72.70% | 22.13% | 0.11% | 12.42% | 81.24% | 6.34% | 0.00% | 11.56% | 66.67% | 21.77% | 0.00% | 44.12% | 37.78% | 18.10% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 56 | 829 | 208 | 0 | 56 | 393 | 36 | 0 | 26 | 88 | 41 | 0 | 90 | 73 | 42 | 0 | 1938 |
| **PEAK HR FACTOR :** | 0.67 | 0.901 | 0.897 | 0.000 | 0.778 | 0.826 | 0.692 | 0.000 | 0.722 | 0.667 | 0.854 | 0.000 | 0.726 | 0.793 | 0.750 | 0.000 | 0.879 |
| | 0.887 | | | | 0.814 | | | | 0.824 | | | | 0.869 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 79 | 44 | 0 | 21 | 144 | 10 | 0 | 10 | 32 | 10 | 0 | 48 | 31 | 24 | 0 | 458 |
| 4:15 PM | 9 | 77 | 44 | 2 | 27 | 145 | 2 | 0 | 3 | 34 | 13 | 0 | 62 | 39 | 23 | 0 | 480 |
| 4:30 PM | 3 | 57 | 40 | 0 | 14 | 146 | 4 | 0 | 3 | 36 | 5 | 0 | 80 | 36 | 26 | 0 | 450 |
| 4:45 PM | 13 | 90 | 38 | 0 | 22 | 146 | 5 | 0 | 2 | 30 | 6 | 0 | 52 | 27 | 19 | 0 | 450 |
| 5:00 PM | 14 | 88 | 50 | 1 | 24 | 174 | 6 | 0 | 2 | 27 | 10 | 0 | 88 | 40 | 15 | 0 | 539 |
| 5:15 PM | 6 | 73 | 61 | 0 | 19 | 150 | 3 | 0 | 4 | 44 | 7 | 0 | 67 | 26 | 15 | 0 | 475 |
| 5:30 PM | 8 | 77 | 66 | 0 | 18 | 175 | 6 | 0 | 2 | 43 | 3 | 0 | 78 | 32 | 9 | 0 | 517 |
| 5:45 PM | 6 | 78 | 43 | 0 | 24 | 135 | 5 | 0 | 1 | 34 | 10 | 0 | 71 | 32 | 11 | 0 | 450 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 64 | 619 | 386 | 3 | 169 | 1215 | 41 | 0 | 27 | 280 | 64 | 0 | 546 | 263 | 142 | 0 | 3819 |
| **APPROACH %'s :** | 5.97% | 57.74% | 36.01% | 0.28% | 11.86% | 85.26% | 2.88% | 0.00% | 7.28% | 75.47% | 17.25% | 0.00% | 57.41% | 27.66% | 14.93% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 41 | 328 | 215 | 1 | 83 | 645 | 20 | 0 | 10 | 144 | 26 | 0 | 285 | 125 | 58 | 0 | 1981 |
| **PEAK HR FACTOR :** | 0.73 | 0.911 | 0.814 | 0.250 | 0.865 | 0.921 | 0.833 | 0.000 | 0.625 | 0.818 | 0.650 | 0.000 | 0.810 | 0.781 | 0.763 | 0.000 | 0.919 |
| | 0.956 | | | | 0.917 | | | | 0.818 | | | | 0.818 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Main St/Lake Park Dr
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-027
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | Ramona Expy | | | | Ramona Expy | | | | E Main St/Lake Park Dr | | | | E Main St/Lake Park Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 9 |
| 7:15 AM | 0 | 2 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 |
| 7:30 AM | 0 | 1 | 1 | 0 | 1 | 7 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 16 |
| 7:45 AM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 8 |
| 8:00 AM | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 8 |
| 8:15 AM | 0 | 2 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 11 |
| 8:30 AM | 0 | 10 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 14 |
| 8:45 AM | 0 | 1 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 22 | 9 | 0 | 1 | 29 | 2 | 0 | 0 | 6 | 2 | 0 | 7 | 5 | 2 | 0 | 85 |
| **APPROACH %'s :** | 0.00% | 70.97% | 29.03% | 0.00% | 3.13% | 90.63% | 6.25% | 0.00% | 0.00% | 75.00% | 25.00% | 0.00% | 50.00% | 35.71% | 14.29% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 7 | 4 | 0 | 1 | 19 | 0 | 0 | 0 | 5 | 1 | 0 | 4 | 2 | 1 | 0 | 44 |
| **PEAK HR FACTOR :** | 0.000 | 0.875 | 0.500 | 0.000 | 0.250 | 0.679 | 0.000 | 0.000 | 0.000 | 0.313 | 0.250 | 0.000 | 0.500 | 0.250 | 0.250 | 0.000 | 0.688 |
| | 0.688 | | | | 0.625 | | | | 0.375 | | | | 0.875 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 11 |
| 4:15 PM | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 10 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 5:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 20 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 3 | 2 | 0 | 4 | 4 | 2 | 0 | 48 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 7.69% | 92.31% | 0.00% | 0.00% | 0.00% | 60.00% | 40.00% | 0.00% | 40.00% | 40.00% | 20.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 7 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 1 | 0 | 18 |
| **PEAK HR FACTOR :** | 0.00 | 0.583 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.250 | 0.250 | 0.000 | 0.900 |
| | 0.583 | | | | 0.500 | | | | 0.500 | | | | 0.625 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Main St/Lake Park Dr
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-027
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E Main St/Lake Park Dr | | | | E Main St/Lake Park Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| **APPROACH %'s :** | | | | | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | | | | | 0.250 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 8 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.750 |
| | | | | | | | | | | 0.500 | | | | 0.500 | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Main St/Lake Park Dr **Project ID:** 19-06063-027
**City:** San Jacinto **Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Ramona Expy | | Ramona Expy | | E Main St/Lake Park Dr | | E Main St/Lake Park Dr | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 100.00% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 3 |
| **APPROACH %'s :** | | | 50.00% | 50.00% | 0.00% | 100.00% | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | | | 0.250 | 0.250 | | 0.250 | | | 0.750 |
| | | | 0.500 | | | 0.250 | | | |

Prepared by National Data & Surveying Services

# Ramona Expy & E Main St/Lake Park Dr

## Peak Hour Turning Movement Count

**ID:** 19-06063-027
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:45 PM - 05:45 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### Ramona Expy — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 36 | 412 | 57 | 0 | 905 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 20 | 649 | 83 | 0 | 404 | PM |

### EASTBOUND — E Main St/Lake Park Dr

| AM | NOON | PM | | |
|---|---|---|---|---|
| 167 | 0 | 188 | | |
| 0 | 0 | 0 | 0 | |
| 26 | 0 | 10 | 1 | |
| 93 | 0 | 146 | 1 | |
| 42 | 0 | 26 | 1 | |
| AM | NOON | PM | | |

### WESTBOUND — E Main St/Lake Park Dr

| PM | NOON | AM | | |
|---|---|---|---|---|
| 59 | 0 | 43 | 1 | |
| 127 | 0 | 75 | 1 | |
| 287 | 0 | 94 | 1 | |
| 0 | 0 | 0 | 0 | |
| 444 | 0 | 362 | | |
| PM | NOON | AM | | |

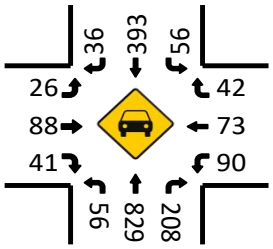
### NORTHBOUND — Ramona Expy

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 963 | 1 | 41 | 335 | 215 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 548 | 0 | 56 | 836 | 212 | AM |

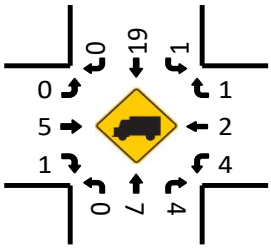
| | 0 | 2 | 1 | 0 |
|---|---|---|---|---|
| | 0 | 1 | 1.5 | 0.5 |

| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 1982 AM | 0 NOON | 1999 PM |
| PHF | 0.88 | | 0.92 |

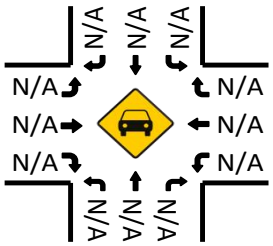
**Cars (AM)**



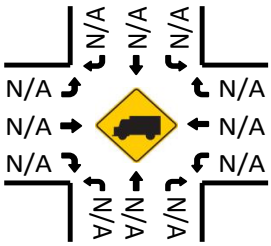

**HT (AM)**



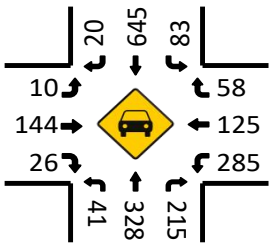

**Cars (NOON)**



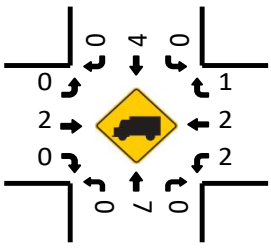

**HT (NOON)**



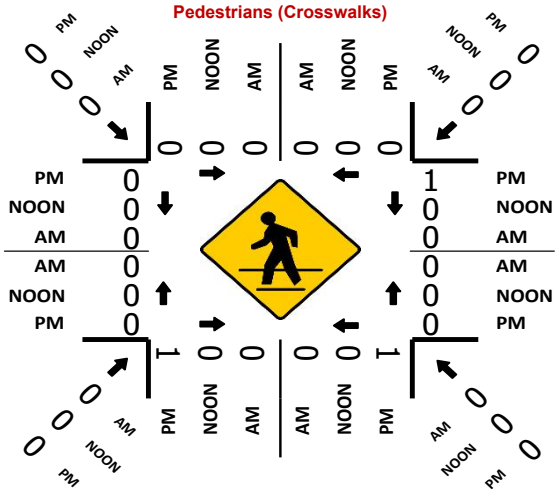

**Cars (PM)**




**HT (PM)**




**Pedestrians (Crosswalks)**



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-028
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E 7th St | | | | E 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 16 | 282 | 0 | 0 | 1 | 99 | 16 | 0 | 20 | 0 | 14 | 0 | 2 | 0 | 0 | 0 | 450 |
| 7:15 AM | 23 | 257 | 0 | 0 | 0 | 136 | 27 | 0 | 58 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 544 |
| 7:30 AM | 12 | 228 | 0 | 0 | 0 | 118 | 6 | 1 | 20 | 0 | 13 | 0 | 2 | 0 | 0 | 0 | 400 |
| 7:45 AM | 15 | 229 | 0 | 0 | 0 | 102 | 12 | 3 | 14 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 384 |
| 8:00 AM | 13 | 173 | 0 | 0 | 0 | 100 | 13 | 5 | 12 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 324 |
| 8:15 AM | 8 | 153 | 0 | 0 | 0 | 80 | 15 | 0 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 274 |
| 8:30 AM | 4 | 152 | 1 | 0 | 0 | 62 | 20 | 3 | 22 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 274 |
| 8:45 AM | 4 | 141 | 0 | 0 | 0 | 93 | 12 | 0 | 16 | 0 | 9 | 0 | 1 | 1 | 0 | 0 | 277 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 95 | 1615 | 1 | 0 | 1 | 790 | 121 | 12 | 175 | 1 | 109 | 0 | 5 | 1 | 1 | 0 | 2927 |
| **APPROACH %'s :** | 5.55% | 94.39% | 0.06% | 0.00% | 0.11% | 85.50% | 13.10% | 1.30% | 61.40% | 0.35% | 38.25% | 0.00% | 71.43% | 14.29% | 14.29% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 66 | 996 | 0 | 0 | 1 | 455 | 61 | 4 | 112 | 1 | 78 | 0 | 4 | 0 | 0 | 0 | 1778 |
| **PEAK HR FACTOR :** | 0.717 | 0.883 | 0.000 | 0.000 | 0.250 | 0.836 | 0.565 | 0.333 | 0.483 | 0.250 | 0.453 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.817 |
| | | 0.891 | | | | 0.799 | | | | 0.473 | | | | 0.500 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 111 | 0 | 0 | 0 | 194 | 8 | 5 | 15 | 2 | 13 | 0 | 1 | 0 | 0 | 0 | 354 |
| 4:15 PM | 5 | 124 | 1 | 0 | 0 | 218 | 14 | 0 | 12 | 1 | 11 | 0 | 0 | 1 | 1 | 0 | 388 |
| 4:30 PM | 7 | 99 | 0 | 0 | 2 | 218 | 11 | 4 | 13 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 370 |
| 4:45 PM | 9 | 120 | 4 | 0 | 0 | 197 | 5 | 4 | 17 | 0 | 17 | 0 | 1 | 2 | 1 | 0 | 377 |
| 5:00 PM | 10 | 118 | 1 | 0 | 0 | 252 | 17 | 13 | 15 | 1 | 17 | 0 | 1 | 1 | 1 | 0 | 447 |
| 5:15 PM | 9 | 131 | 3 | 0 | 0 | 218 | 16 | 0 | 19 | 1 | 11 | 0 | 0 | 3 | 0 | 0 | 411 |
| 5:30 PM | 6 | 136 | 2 | 0 | 0 | 236 | 13 | 1 | 11 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 417 |
| 5:45 PM | 5 | 119 | 1 | 0 | 0 | 213 | 9 | 0 | 12 | 0 | 14 | 0 | 1 | 1 | 0 | 0 | 375 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 56 | 958 | 12 | 0 | 2 | 1746 | 93 | 27 | 114 | 6 | 110 | 0 | 4 | 8 | 3 | 0 | 3139 |
| **APPROACH %'s :** | 5.46% | 93.37% | 1.17% | 0.00% | 0.11% | 93.47% | 4.98% | 1.45% | 49.57% | 2.61% | 47.83% | 0.00% | 26.67% | 53.33% | 20.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 34 | 505 | 10 | 0 | 0 | 903 | 51 | 18 | 62 | 2 | 57 | 0 | 2 | 6 | 2 | 0 | 1652 |
| **PEAK HR FACTOR :** | 0.850 | 0.928 | 0.625 | 0.000 | 0.000 | 0.896 | 0.750 | 0.346 | 0.816 | 0.500 | 0.838 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.924 |
| | | 0.953 | | | | 0.862 | | | | 0.890 | | | | 0.625 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-028
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E 7th St | | | | E 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 16 | 279 | 0 | 0 | 1 | 95 | 16 | 0 | 20 | 0 | 14 | 0 | 2 | 0 | 0 | 0 | 443 |
| 7:15 AM | 23 | 255 | 0 | 0 | 0 | 127 | 27 | 0 | 56 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 531 |
| 7:30 AM | 12 | 226 | 0 | 0 | 0 | 111 | 5 | 1 | 20 | 0 | 13 | 0 | 2 | 0 | 0 | 0 | 390 |
| 7:45 AM | 15 | 227 | 0 | 0 | 0 | 98 | 10 | 3 | 14 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 375 |
| 8:00 AM | 12 | 171 | 0 | 0 | 0 | 97 | 12 | 5 | 11 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 316 |
| 8:15 AM | 8 | 151 | 0 | 0 | 0 | 76 | 15 | 0 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 268 |
| 8:30 AM | 4 | 142 | 1 | 0 | 0 | 58 | 19 | 3 | 22 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 259 |
| 8:45 AM | 4 | 138 | 0 | 0 | 0 | 91 | 12 | 0 | 14 | 0 | 9 | 0 | 1 | 1 | 0 | 0 | 270 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 94 | 1589 | 1 | 0 | 1 | 753 | 116 | 12 | 170 | 1 | 108 | 0 | 5 | 1 | 1 | 0 | 2852 |
| **APPROACH %'s :** | 5.58% | 94.36% | 0.06% | 0.00% | 0.11% | 85.37% | 13.15% | 1.36% | 60.93% | 0.36% | 38.71% | 0.00% | 71.43% | 14.29% | 14.29% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 66 | 987 | 0 | 0 | 1 | 431 | 58 | 4 | 110 | 1 | 77 | 0 | 4 | 0 | 0 | 0 | 1739 |
| **PEAK HR FACTOR :** | 0.72 | 0.884 | 0.000 | 0.000 | 0.250 | 0.848 | 0.537 | 0.333 | 0.491 | 0.250 | 0.448 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.819 |
| | | 0.892 | | | | 0.802 | | | | 0.475 | | | | 0.500 | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 107 | 0 | 0 | 0 | 190 | 8 | 5 | 15 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 344 |
| 4:15 PM | 5 | 118 | 1 | 0 | 0 | 215 | 14 | 0 | 12 | 1 | 11 | 0 | 0 | 1 | 1 | 0 | 379 |
| 4:30 PM | 7 | 97 | 0 | 0 | 2 | 216 | 11 | 4 | 13 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 365 |
| 4:45 PM | 9 | 118 | 4 | 0 | 0 | 195 | 5 | 4 | 17 | 0 | 17 | 0 | 1 | 2 | 1 | 0 | 373 |
| 5:00 PM | 9 | 116 | 1 | 0 | 0 | 252 | 17 | 13 | 15 | 1 | 17 | 0 | 1 | 1 | 1 | 0 | 444 |
| 5:15 PM | 9 | 130 | 3 | 0 | 0 | 216 | 16 | 0 | 19 | 1 | 11 | 0 | 0 | 3 | 0 | 0 | 408 |
| 5:30 PM | 6 | 134 | 2 | 0 | 0 | 234 | 13 | 1 | 11 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 413 |
| 5:45 PM | 5 | 117 | 1 | 0 | 0 | 212 | 9 | 0 | 12 | 0 | 14 | 0 | 1 | 1 | 0 | 0 | 372 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 55 | 937 | 12 | 0 | 2 | 1730 | 93 | 27 | 114 | 6 | 108 | 0 | 3 | 8 | 3 | 0 | 3098 |
| **APPROACH %'s :** | 5.48% | 93.33% | 1.20% | 0.00% | 0.11% | 93.41% | 5.02% | 1.46% | 50.00% | 2.63% | 47.37% | 0.00% | 21.43% | 57.14% | 21.43% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 33 | 498 | 10 | 0 | 0 | 897 | 51 | 18 | 62 | 2 | 57 | 0 | 2 | 6 | 2 | 0 | 1638 |
| **PEAK HR FACTOR :** | 0.92 | 0.929 | 0.625 | 0.000 | 0.000 | 0.890 | 0.750 | 0.346 | 0.816 | 0.500 | 0.838 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.922 |
| | | 0.952 | | | | 0.856 | | | | 0.890 | | | | 0.625 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-028
**Date:** 5/8/2019

**HT**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E 7th St | | | | E 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:15 AM | 0 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:45 AM | 0 | 2 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 AM | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:15 AM | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:30 AM | 0 | 10 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:45 AM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 26 | 0 | 0 | 0 | 37 | 5 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 75 |
| **APPROACH %'s :** | 3.70% | 96.30% | 0.00% | 0.00% | 0.00% | 88.10% | 11.90% | 0.00% | 83.33% | 0.00% | 16.67% | 0.00% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 9 | 0 | 0 | 0 | 24 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 39 |
| **PEAK HR FACTOR :** | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.667 | 0.375 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 |
| | 0.750 | | | | 0.750 | | | | 0.375 | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 10 |
| 4:15 PM | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 21 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 41 |
| **APPROACH %'s :** | 4.55% | 95.45% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 7 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **PEAK HR FACTOR :** | 0.25 | 0.875 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.875 |
| | 0.667 | | | | 0.750 | | | | | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-028
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E 7th St | | | | E 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E 7th St
**City:** San Jacinto
**Project ID:** 19-06063-028
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Ramona Expy | | Ramona Expy | | E 7th St | | E 7th St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| **APPROACH %'s :** | 100.00% | 0.00% | | | | | 0.00% | 100.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| **APPROACH %'s :** | | | | | | | 0.00% | 100.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| **PEAK HR FACTOR :** | | | | | | | | 0.250 | 0.250 |
| | | | | | | | 0.250 | | |

Prepared by National Data & Surveying Services

# Ramona Expy & E 7th St

## Peak Hour Turning Movement Count

**ID:** 19-06063-028
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

AM: 07:00 AM - 08:00 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### Ramona Expy — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 61 | 455 | 1 | 4 | 1112 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 51 | 903 | 0 | 18 | 587 | PM |

### E 7th St — EASTBOUND

| AM | NOON | PM | | |
|---|---|---|---|---|
| 127 | 0 | 91 | ⇦ | |
| 0 | 0 | 0 | ↶ | 0 |
| 112 | 0 | 62 | ↱ | 1 |
| 1 | 0 | 2 | → | 1 |
| 78 | 0 | 57 | ↷ | 0 |
| AM | NOON | PM | | |

### CONTROL

Signalized

| | | | |
|---|---|---|---|
| TEV | 1778 AM | 0 NOON | 1652 PM |
| PHF | 0.82 | | 0.92 |

### WESTBOUND — E 7th St

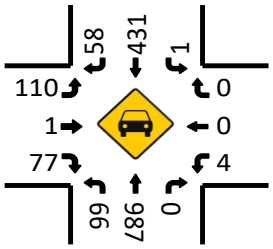
| PM | NOON | AM | | |
|---|---|---|---|---|
| 2 | 0 | 0 | ↶ | 0 |
| 6 | 0 | 0 | ← | 1 |
| 2 | 0 | 4 | ↰ | 1 |
| 0 | 0 | 0 | ↩ | 0 |
| 12 | 0 | 2 | ⇨ | |
| PM | NOON | AM | | |

### Ramona Expy — NORTHBOUND

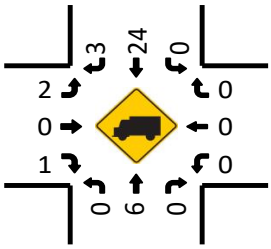
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 962 | 0 | 34 | 505 | 10 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 537 | 0 | 66 | 996 | 0 | AM |

Ramona Expy

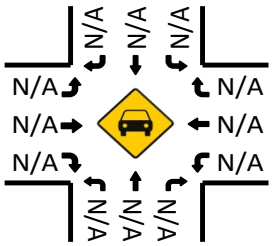
### Cars (AM)



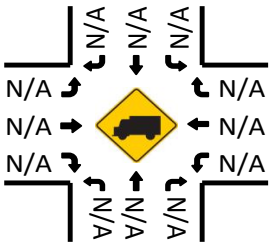

### HT (AM)



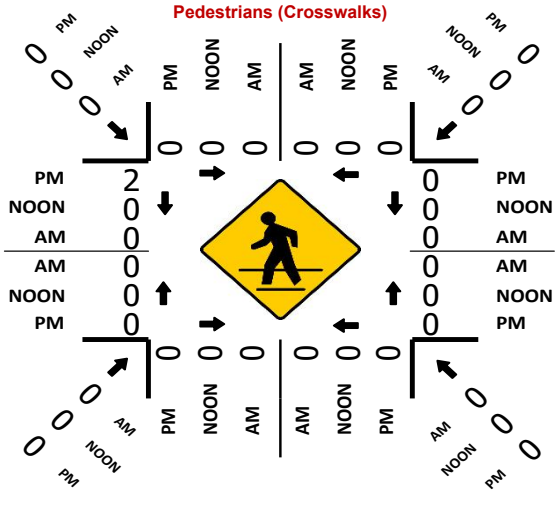

### Cars (NOON)




### HT (NOON)




### Pedestrians (Crosswalks)


PM
NOON
AM
0
2
0
0
0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-029
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E Esplanade Ave | | | | E Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 26 | 195 | 0 | 0 | 0 | 82 | 27 | 0 | 76 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 420 |
| 7:15 AM | 18 | 206 | 0 | 0 | 0 | 102 | 70 | 0 | 87 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 513 |
| 7:30 AM | 38 | 154 | 0 | 0 | 0 | 84 | 46 | 0 | 63 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 395 |
| 7:45 AM | 41 | 164 | 0 | 0 | 0 | 78 | 37 | 0 | 46 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 382 |
| 8:00 AM | 22 | 122 | 0 | 0 | 0 | 58 | 34 | 0 | 41 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 291 |
| 8:15 AM | 24 | 129 | 0 | 0 | 0 | 65 | 25 | 0 | 38 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 295 |
| 8:30 AM | 33 | 125 | 0 | 0 | 0 | 77 | 25 | 0 | 53 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 338 |
| 8:45 AM | 36 | 86 | 0 | 0 | 0 | 62 | 34 | 0 | 46 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 287 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 238 | 1181 | 0 | 0 | 0 | 608 | 298 | 0 | 450 | 0 | 145 | 1 | 0 | 0 | 0 | 0 | 2921 |
| **APPROACH %'s :** | 16.77% | 83.23% | 0.00% | 0.00% | 0.00% | 67.11% | 32.89% | 0.00% | 75.50% | 0.00% | 24.33% | 0.17% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 123 | 719 | 0 | 0 | 0 | 346 | 180 | 0 | 272 | 0 | 69 | 1 | 0 | 0 | 0 | 0 | 1710 |
| **PEAK HR FACTOR :** | 0.750 | 0.873 | 0.000 | 0.000 | 0.000 | 0.848 | 0.643 | 0.000 | 0.782 | 0.000 | 0.595 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.833 |
| | | 0.940 | | | | 0.765 | | | | 0.731 | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 26 | 90 | 0 | 0 | 0 | 162 | 60 | 0 | 32 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 425 |
| 4:15 PM | 33 | 91 | 0 | 0 | 0 | 158 | 55 | 0 | 30 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 416 |
| 4:30 PM | 34 | 95 | 0 | 0 | 0 | 120 | 56 | 0 | 35 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 380 |
| 4:45 PM | 32 | 73 | 0 | 0 | 0 | 155 | 49 | 0 | 43 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 390 |
| 5:00 PM | 29 | 76 | 0 | 0 | 0 | 198 | 70 | 0 | 35 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 454 |
| 5:15 PM | 35 | 103 | 0 | 0 | 0 | 178 | 61 | 0 | 36 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 462 |
| 5:30 PM | 30 | 85 | 0 | 0 | 0 | 160 | 74 | 1 | 44 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 446 |
| 5:45 PM | 37 | 76 | 0 | 0 | 0 | 132 | 55 | 0 | 26 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 364 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 256 | 689 | 0 | 0 | 0 | 1263 | 480 | 1 | 281 | 0 | 367 | 0 | 0 | 0 | 0 | 0 | 3337 |
| **APPROACH %'s :** | 27.09% | 72.91% | 0.00% | 0.00% | 0.00% | 72.42% | 27.52% | 0.06% | 43.36% | 0.00% | 56.64% | 0.00% | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 126 | 337 | 0 | 0 | 0 | 691 | 254 | 1 | 158 | 0 | 185 | 0 | 0 | 0 | 0 | 0 | 1752 |
| **PEAK HR FACTOR :** | 0.900 | 0.818 | 0.000 | 0.000 | 0.000 | 0.872 | 0.858 | 0.250 | 0.898 | 0.000 | 0.889 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.948 |
| | | 0.839 | | | | 0.882 | | | | 0.893 | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-029
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E Esplanade Ave | | | | E Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 26 | 193 | 0 | 0 | 0 | 77 | 27 | 0 | 76 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 412 |
| 7:15 AM | 17 | 203 | 0 | 0 | 0 | 98 | 69 | 0 | 86 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 503 |
| 7:30 AM | 38 | 151 | 0 | 0 | 0 | 74 | 45 | 0 | 60 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 377 |
| 7:45 AM | 41 | 161 | 0 | 0 | 0 | 74 | 37 | 0 | 46 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 374 |
| 8:00 AM | 22 | 121 | 0 | 0 | 0 | 58 | 31 | 0 | 41 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 287 |
| 8:15 AM | 24 | 126 | 0 | 0 | 0 | 62 | 25 | 0 | 38 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 289 |
| 8:30 AM | 33 | 121 | 0 | 0 | 0 | 73 | 25 | 0 | 52 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 328 |
| 8:45 AM | 35 | 86 | 0 | 0 | 0 | 59 | 34 | 0 | 45 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 282 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 236 | 1162 | 0 | 0 | 0 | 575 | 293 | 0 | 444 | 0 | 141 | 1 | 0 | 0 | 0 | 0 | 2852 |
| **APPROACH %'s :** | 16.88% | 83.12% | 0.00% | 0.00% | 0.00% | 66.24% | 33.76% | 0.00% | 75.77% | 0.00% | 24.06% | 0.17% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 122 | 708 | 0 | 0 | 0 | 323 | 178 | 0 | 268 | 0 | 66 | 1 | 0 | 0 | 0 | 0 | 1666 |
| **PEAK HR FACTOR :** | 0.74 | 0.872 | 0.000 | 0.000 | 0.000 | 0.824 | 0.645 | 0.000 | 0.779 | 0.000 | 0.569 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.828 |
| | 0.943 | | | | 0.750 | | | | 0.722 | | | | | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 26 | 88 | 0 | 0 | 0 | 157 | 60 | 0 | 32 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 418 |
| 4:15 PM | 32 | 85 | 0 | 0 | 0 | 156 | 53 | 0 | 29 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 404 |
| 4:30 PM | 34 | 91 | 0 | 0 | 0 | 118 | 56 | 0 | 35 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 374 |
| 4:45 PM | 32 | 73 | 0 | 0 | 0 | 153 | 49 | 0 | 42 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 387 |
| 5:00 PM | 29 | 72 | 0 | 0 | 0 | 198 | 70 | 0 | 35 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 450 |
| 5:15 PM | 35 | 101 | 0 | 0 | 0 | 177 | 61 | 0 | 36 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 458 |
| 5:30 PM | 30 | 85 | 0 | 0 | 0 | 158 | 73 | 1 | 44 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 443 |
| 5:45 PM | 37 | 76 | 0 | 0 | 0 | 131 | 54 | 0 | 26 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 361 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 255 | 671 | 0 | 0 | 0 | 1248 | 476 | 1 | 279 | 0 | 365 | 0 | 0 | 0 | 0 | 0 | 3295 |
| **APPROACH %'s :** | 27.54% | 72.46% | 0.00% | 0.00% | 0.00% | 72.35% | 27.59% | 0.06% | 43.32% | 0.00% | 56.68% | 0.00% | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 126 | 331 | 0 | 0 | 0 | 686 | 253 | 1 | 157 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 1738 |
| **PEAK HR FACTOR :** | 0.90 | 0.819 | 0.000 | 0.000 | 0.000 | 0.866 | 0.866 | 0.250 | 0.892 | 0.000 | 0.885 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.949 |
| | 0.840 | | | | 0.877 | | | | 0.888 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-029
**Date:** 5/8/2019

**HT**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E Esplanade Ave | | | | E Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:15 AM | 1 | 3 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:30 AM | 0 | 3 | 0 | 0 | 0 | 10 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 7:45 AM | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 AM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:30 AM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:45 AM | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 19 | 0 | 0 | 0 | 33 | 5 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 69 |
| **APPROACH %'s :** | 9.52% | 90.48% | 0.00% | 0.00% | 0.00% | 86.84% | 13.16% | 0.00% | 60.00% | 0.00% | 40.00% | 0.00% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 11 | 0 | 0 | 0 | 23 | 2 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 44 |
| **PEAK HR FACTOR :** | 0.250 | 0.917 | 0.000 | 0.000 | 0.000 | 0.575 | 0.500 | 0.000 | 0.333 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.611 |
| | 0.750 | | | | 0.568 | | | | 0.438 | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:15 PM | 1 | 6 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 4:30 PM | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 18 | 0 | 0 | 0 | 15 | 4 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 42 |
| **APPROACH %'s :** | 5.26% | 94.74% | 0.00% | 0.00% | 0.00% | 78.95% | 21.05% | 0.00% | 50.00% | 0.00% | 50.00% | 0.00% | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 6 | 0 | 0 | 0 | 5 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| **PEAK HR FACTOR :** | 0.00 | 0.375 | 0.000 | 0.000 | 0.000 | 0.625 | 0.250 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.875 |
| | 0.375 | | | | 0.500 | | | | 0.500 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-029
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E Esplanade Ave | | | | E Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | 0.250 | | | | 0.250 | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Esplanade Ave
**City:** San Jacinto
**Project ID:** 19-06063-029
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Ramona Expy | | Ramona Expy | | E Esplanade Ave | | E Esplanade Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 4 |
| **APPROACH %'s :** | | | 50.00% | 50.00% | | | | | |
| **PEAK HR :** | **07:00 AM - 08:00 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 4 |
| **APPROACH %'s :** | | | 25.00% | 75.00% | | | | | |
| **PEAK HR :** | **04:45 PM - 05:45 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | | | 0.250 | | | | | | 0.250 |
| | | | 0.250 | | | | | | |

Prepared by National Data & Surveying Services

# Ramona Expy & E Esplanade Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-029
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:45 PM - 05:45 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### Ramona Expy — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 180 | 346 | 0 | 0 | 991 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 254 | 691 | 0 | 1 | 496 | PM |

### E Esplanade Ave — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 304 | 0 | 380 | |
| 1 | 0 | 0 | 0 |
| 272 | 0 | 158 | 1 |
| 0 | 0 | 0 | 0 |
| 69 | 0 | 185 | 1 |
| AM | NOON | PM | |

### WESTBOUND — E Esplanade Ave

| PM | NOON | AM | |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | |
| PM | NOON | AM | |

### NORTHBOUND — Ramona Expy

| | | | | | |
|---|---|---|---|---|---|
| PM | 876 | 0 | 126 | 337 | 0 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 415 | 0 | 123 | 719 | 0 | AM |

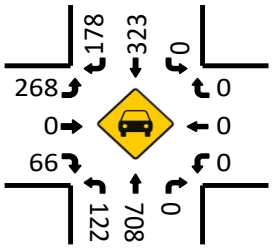
| | | | | |
|---|---|---|---|---|
| | 1 | 1 | 0 | 0 |
| | 0 | 1 | 1 | 0 |

### CONTROL

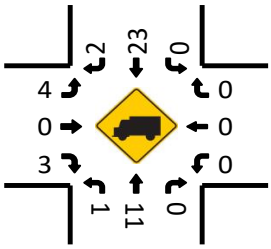
Signalized

| | | | |
|---|---|---|---|
| TEV | 1710 AM | 0 NOON | 1752 PM |
| PHF | 0.83 | | 0.95 |

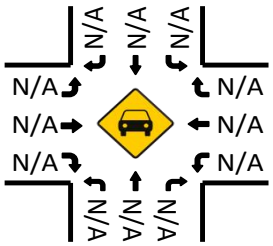
### Cars (AM)



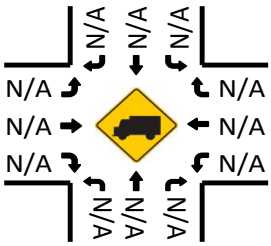

### HT (AM)



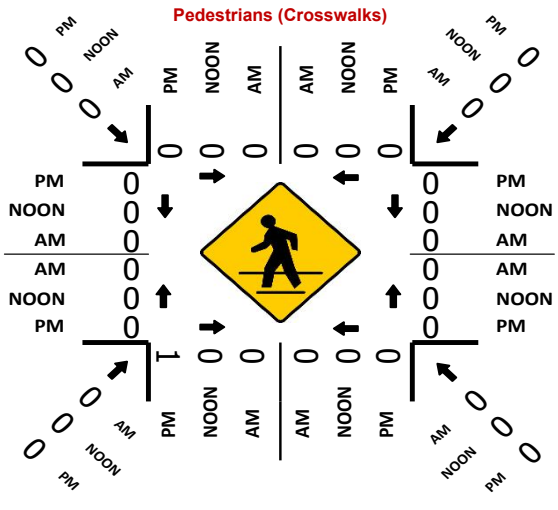

### Cars (NOON)



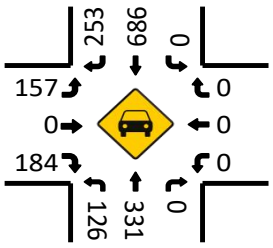

### HT (NOON)



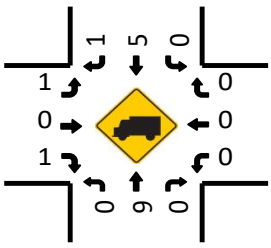

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Soboba Rd & Lake Park Dr
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-030
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | Soboba Rd | | | | Soboba Rd | | | | Lake Park Dr | | | | Lake Park Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 12 | 4 | 0 | 0 | 0 | 9 | 23 | 0 | 45 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 120 |
| 7:15 AM | 22 | 5 | 0 | 0 | 0 | 14 | 26 | 0 | 44 | 0 | 34 | 0 | 1 | 0 | 0 | 0 | 146 |
| 7:30 AM | 19 | 5 | 0 | 0 | 0 | 16 | 20 | 0 | 44 | 1 | 22 | 0 | 0 | 1 | 0 | 0 | 128 |
| 7:45 AM | 19 | 6 | 0 | 0 | 0 | 7 | 20 | 0 | 56 | 1 | 18 | 0 | 0 | 1 | 0 | 0 | 128 |
| 8:00 AM | 19 | 7 | 0 | 0 | 0 | 3 | 19 | 0 | 49 | 1 | 23 | 0 | 0 | 0 | 0 | 0 | 121 |
| 8:15 AM | 26 | 6 | 0 | 0 | 0 | 3 | 17 | 0 | 26 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 99 |
| 8:30 AM | 29 | 7 | 0 | 0 | 0 | 7 | 14 | 0 | 33 | 0 | 29 | 0 | 0 | 3 | 0 | 0 | 122 |
| 8:45 AM | 29 | 2 | 0 | 0 | 0 | 10 | 20 | 0 | 37 | 0 | 29 | 0 | 1 | 0 | 0 | 0 | 128 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 175 | 42 | 0 | 0 | 0 | 69 | 159 | 0 | 334 | 3 | 203 | 0 | 2 | 5 | 0 | 0 | 992 |
| **APPROACH %'s :** | 80.65% | 19.35% | 0.00% | 0.00% | 0.00% | 30.26% | 69.74% | 0.00% | 61.85% | 0.56% | 37.59% | 0.00% | 28.57% | 71.43% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 79 | 23 | 0 | 0 | 0 | 40 | 85 | 0 | 193 | 3 | 97 | 0 | 1 | 2 | 0 | 0 | 523 |
| **PEAK HR FACTOR :** | 0.898 | 0.821 | 0.000 | 0.000 | 0.000 | 0.625 | 0.817 | 0.000 | 0.862 | 0.750 | 0.713 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.896 |
| | 0.944 | | | | 0.781 | | | | 0.939 | | | | 0.750 | | | | |

| NS/EW Streets: | Soboba Rd | | | | Soboba Rd | | | | Lake Park Dr | | | | Lake Park Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 27 | 10 | 1 | 0 | 1 | 6 | 58 | 0 | 24 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 145 |
| 4:15 PM | 20 | 3 | 0 | 0 | 0 | 8 | 81 | 0 | 24 | 0 | 18 | 0 | 0 | 1 | 0 | 0 | 155 |
| 4:30 PM | 15 | 5 | 0 | 0 | 0 | 2 | 76 | 0 | 20 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 141 |
| 4:45 PM | 15 | 6 | 0 | 0 | 0 | 5 | 43 | 0 | 23 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 108 |
| 5:00 PM | 23 | 8 | 0 | 0 | 0 | 4 | 76 | 0 | 22 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 151 |
| 5:15 PM | 17 | 7 | 0 | 0 | 0 | 1 | 62 | 0 | 20 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 126 |
| 5:30 PM | 30 | 10 | 1 | 0 | 0 | 6 | 57 | 0 | 37 | 0 | 17 | 0 | 0 | 1 | 0 | 0 | 159 |
| 5:45 PM | 32 | 6 | 0 | 0 | 0 | 4 | 59 | 0 | 23 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 140 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 179 | 55 | 2 | 0 | 1 | 36 | 512 | 0 | 193 | 1 | 144 | 0 | 0 | 2 | 0 | 0 | 1125 |
| **APPROACH %'s :** | 75.85% | 23.31% | 0.85% | 0.00% | 0.18% | 6.56% | 93.26% | 0.00% | 57.10% | 0.30% | 42.60% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 102 | 31 | 1 | 0 | 0 | 15 | 254 | 0 | 102 | 0 | 70 | 0 | 0 | 1 | 0 | 0 | 576 |
| **PEAK HR FACTOR :** | 0.797 | 0.775 | 0.250 | 0.000 | 0.000 | 0.625 | 0.836 | 0.000 | 0.689 | 0.000 | 0.921 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.906 |
| | 0.817 | | | | 0.841 | | | | 0.796 | | | | 0.250 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Soboba Rd & Lake Park Dr
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-030
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | Soboba Rd | | | | Soboba Rd | | | | Lake Park Dr | | | | Lake Park Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 12 | 3 | 0 | 0 | 0 | 9 | 22 | 0 | 45 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 117 |
| 7:15 AM | 22 | 5 | 0 | 0 | 0 | 14 | 26 | 0 | 44 | 0 | 31 | 0 | 1 | 0 | 0 | 0 | 143 |
| 7:30 AM | 17 | 5 | 0 | 0 | 0 | 14 | 20 | 0 | 44 | 1 | 18 | 0 | 0 | 1 | 0 | 0 | 120 |
| 7:45 AM | 18 | 6 | 0 | 0 | 0 | 7 | 19 | 0 | 55 | 1 | 18 | 0 | 0 | 1 | 0 | 0 | 125 |
| 8:00 AM | 18 | 6 | 0 | 0 | 0 | 3 | 18 | 0 | 49 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 117 |
| 8:15 AM | 22 | 6 | 0 | 0 | 0 | 3 | 17 | 0 | 26 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 95 |
| 8:30 AM | 29 | 7 | 0 | 0 | 0 | 7 | 14 | 0 | 33 | 0 | 29 | 0 | 0 | 3 | 0 | 0 | 122 |
| 8:45 AM | 29 | 2 | 0 | 0 | 0 | 10 | 19 | 0 | 35 | 0 | 26 | 0 | 1 | 0 | 0 | 0 | 122 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 167 | 40 | 0 | 0 | 0 | 67 | 155 | 0 | 331 | 3 | 191 | 0 | 2 | 5 | 0 | 0 | 961 |
| **APPROACH %'s :** | 80.68% | 19.32% | 0.00% | 0.00% | 0.00% | 30.18% | 69.82% | 0.00% | 63.05% | 0.57% | 36.38% | 0.00% | 28.57% | 71.43% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 75 | 22 | 0 | 0 | 0 | 38 | 83 | 0 | 192 | 3 | 89 | 0 | 1 | 2 | 0 | 0 | 505 |
| **PEAK HR FACTOR :** | 0.85 | 0.917 | 0.000 | 0.000 | 0.000 | 0.679 | 0.798 | 0.000 | 0.873 | 0.750 | 0.718 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.883 |
| | 0.898 | | | | 0.756 | | | | 0.947 | | | | 0.750 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 25 | 8 | 1 | 0 | 1 | 6 | 57 | 0 | 24 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 138 |
| 4:15 PM | 20 | 3 | 0 | 0 | 0 | 8 | 79 | 0 | 24 | 0 | 18 | 0 | 0 | 1 | 0 | 0 | 153 |
| 4:30 PM | 15 | 5 | 0 | 0 | 0 | 1 | 75 | 0 | 20 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 139 |
| 4:45 PM | 15 | 6 | 0 | 0 | 0 | 5 | 43 | 0 | 22 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 107 |
| 5:00 PM | 22 | 7 | 0 | 0 | 0 | 4 | 76 | 0 | 22 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 149 |
| 5:15 PM | 17 | 7 | 0 | 0 | 0 | 0 | 62 | 0 | 20 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 125 |
| 5:30 PM | 30 | 10 | 1 | 0 | 0 | 5 | 56 | 0 | 37 | 0 | 17 | 0 | 0 | 1 | 0 | 0 | 157 |
| 5:45 PM | 32 | 6 | 0 | 0 | 0 | 4 | 59 | 0 | 23 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 139 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 176 | 52 | 2 | 0 | 1 | 33 | 507 | 0 | 192 | 1 | 141 | 0 | 0 | 2 | 0 | 0 | 1107 |
| **APPROACH %'s :** | 76.52% | 22.61% | 0.87% | 0.00% | 0.18% | 6.10% | 93.72% | 0.00% | 57.49% | 0.30% | 42.22% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 101 | 30 | 1 | 0 | 0 | 13 | 253 | 0 | 102 | 0 | 69 | 0 | 0 | 1 | 0 | 0 | 570 |
| **PEAK HR FACTOR :** | 0.79 | 0.750 | 0.250 | 0.000 | 0.000 | 0.650 | 0.832 | 0.000 | 0.689 | 0.000 | 0.908 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.908 |
| | 0.805 | | | | 0.831 | | | | 0.792 | | | | 0.250 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Soboba Rd & Lake Park Dr
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-030
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | Soboba Rd | | | | Soboba Rd | | | | Lake Park Dr | | | | Lake Park Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 AM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 AM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 8 | 2 | 0 | 0 | 0 | 2 | 4 | 0 | 3 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 31 |
| **APPROACH %'s :** | 80.00% | 20.00% | 0.00% | 0.00% | 0.00% | 33.33% | 66.67% | 0.00% | 20.00% | 0.00% | 80.00% | 0.00% | | | | | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 4 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 18 |
| **PEAK HR FACTOR :** | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.250 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.563 |
| | 0.625 | | | | 0.500 | | | | 0.563 | | | | | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 3 | 0 | 0 | 0 | 3 | 5 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 18 |
| **APPROACH %'s :** | 50.00% | 50.00% | 0.00% | 0.00% | 0.00% | 37.50% | 62.50% | 0.00% | 25.00% | 0.00% | 75.00% | 0.00% | | | | | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.25 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 |
| | 0.250 | | | | 0.375 | | | | 0.250 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Soboba Rd & Lake Park Dr
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-030
**Date:** 5/8/2019

**Bikes**

| **NS/EW Streets:** | Soboba Rd | | | | Soboba Rd | | | | Lake Park Dr | | | | Lake Park Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Soboba Rd & Lake Park Dr
**City:** San Jacinto
**Project ID:** 19-06063-030
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Soboba Rd | | Soboba Rd | | Lake Park Dr | | Lake Park Dr | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# Soboba Rd & Lake Park Dr

## Peak Hour Turning Movement Count

**ID:** 19-06063-030
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:15 AM - 08:15 AM |
| NOON | NONE |
| PM | 05:00 PM - 06:00 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### Soboba Rd — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 85 | 40 | 0 | 0 | 216 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 254 | 15 | 0 | 0 | 133 | PM |

### Lake Park Dr — EASTBOUND

| AM | NOON | PM | | |
|---|---|---|---|---|
| 166 | 0 | 357 | | |
| 0 | 0 | 0 | 0 | |
| 193 | 0 | 102 | 0.5 | |
| 3 | 0 | 0 | 1.5 | |
| 97 | 0 | 70 | 0 | |
| AM | NOON | PM | | |

### Lake Park Dr — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 1 | 0 | 2 | 1 |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 |
| 1 | 0 | 3 | |
| PM | NOON | AM | |

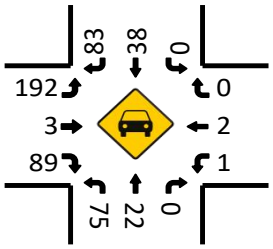
| | 1 | 1 | 1 | 0 |
|---|---|---|---|---|

| | 0 | 1 | 1 | 0 | |
|---|---|---|---|---|---|
| PM | 85 | 0 | 102 | 31 | 1 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 138 | 0 | 79 | 23 | 0 | AM |

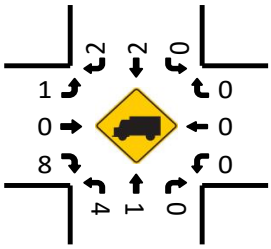
### Soboba Rd — NORTHBOUND

| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 523 AM | 0 NOON | 576 PM |
| PHF | 0.90 | | 0.91 |

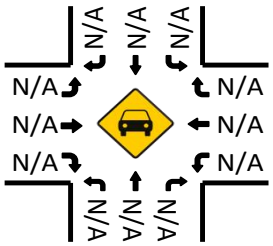
### Cars (AM)



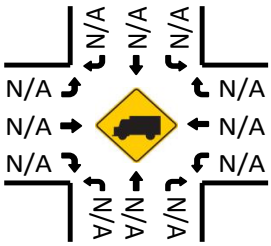

### HT (AM)



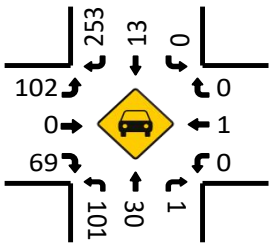

### Cars (NOON)



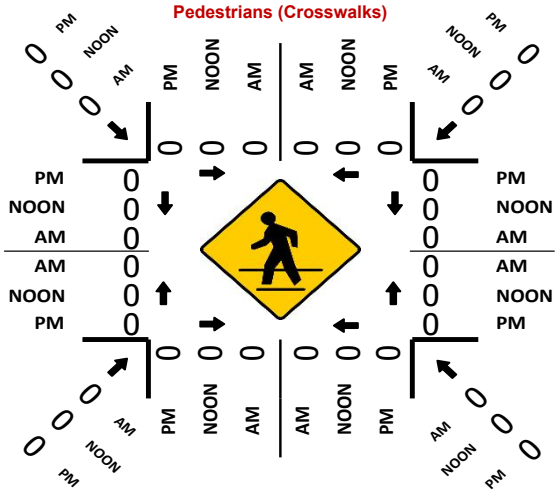

### HT (NOON)



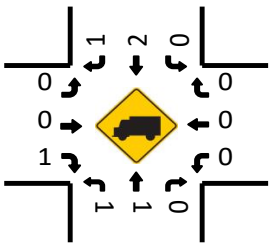

### Cars (PM)




### Pedestrians (Crosswalks)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & Cottonwood Ave
**City:** San Jacinto
**Control:** 1-Way Stop(NB)

**Project ID:** 19-06063-031
**Date:** 5/7/2019

**Total**

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 13 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 3 | 0 | 10 | 59 | 0 | 0 | 183 |
| 7:15 AM | 3 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 5 | 0 | 21 | 62 | 0 | 0 | 168 |
| 7:30 AM | 8 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 6 | 0 | 22 | 45 | 0 | 0 | 165 |
| 7:45 AM | 5 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 5 | 0 | 17 | 57 | 0 | 1 | 157 |
| 8:00 AM | 6 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 8 | 0 | 12 | 29 | 0 | 3 | 121 |
| 8:15 AM | 24 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 10 | 0 | 13 | 27 | 0 | 5 | 160 |
| 8:30 AM | 19 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 8 | 0 | 24 | 48 | 0 | 11 | 207 |
| 8:45 AM | 11 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 2 | 0 | 6 | 30 | 0 | 0 | 109 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 89 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 453 | 47 | 0 | 125 | 357 | 0 | 20 | 1270 |
| **APPROACH %'s :** | 33.21% | 0.00% | 66.79% | 0.00% | | | | | 0.00% | 90.60% | 9.40% | 0.00% | 24.90% | 71.12% | 0.00% | 3.98% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 29 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 247 | 19 | 0 | 70 | 223 | 0 | 1 | 673 |
| **PEAK HR FACTOR :** | 0.558 | 0.000 | 0.840 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.846 | 0.792 | 0.000 | 0.795 | 0.899 | 0.000 | 0.250 | 0.919 |
| | 0.743 | | | | | | | | 0.875 | | | | 0.886 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 8 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 9 | 0 | 14 | 32 | 0 | 0 | 140 |
| 4:15 PM | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 6 | 0 | 11 | 53 | 0 | 0 | 140 |
| 4:30 PM | 5 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 11 | 0 | 11 | 34 | 0 | 0 | 128 |
| 4:45 PM | 6 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 65 | 13 | 0 | 20 | 38 | 0 | 0 | 159 |
| 5:00 PM | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 13 | 0 | 15 | 48 | 0 | 0 | 157 |
| 5:15 PM | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 8 | 0 | 16 | 36 | 0 | 0 | 126 |
| 5:30 PM | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 6 | 0 | 29 | 32 | 0 | 0 | 132 |
| 5:45 PM | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 8 | 0 | 14 | 49 | 0 | 0 | 156 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 30 | 0 | 99 | 1 | 0 | 0 | 0 | 0 | 0 | 482 | 74 | 0 | 130 | 322 | 0 | 0 | 1138 |
| **APPROACH %'s :** | 23.08% | 0.00% | 76.15% | 0.77% | | | | | 0.00% | 86.69% | 13.31% | 0.00% | 28.76% | 71.24% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 14 | 0 | 53 | 1 | 0 | 0 | 0 | 0 | 0 | 243 | 43 | 0 | 57 | 173 | 0 | 0 | 584 |
| **PEAK HR FACTOR :** | 0.583 | 0.000 | 0.828 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.893 | 0.827 | 0.000 | 0.713 | 0.816 | 0.000 | 0.000 | 0.918 |
| | 0.739 | | | | | | | | 0.883 | | | | 0.898 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & Cottonwood Ave
**City:** San Jacinto
**Control:** 1-Way Stop(NB)

**Project ID:** 19-06063-031
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 13 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 1 | 0 | 10 | 56 | 0 | 0 | 177 |
| 7:15 AM | 3 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 5 | 0 | 21 | 59 | 0 | 0 | 163 |
| 7:30 AM | 6 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 6 | 0 | 22 | 39 | 0 | 0 | 157 |
| 7:45 AM | 4 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 5 | 0 | 17 | 57 | 0 | 1 | 154 |
| 8:00 AM | 6 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 8 | 0 | 12 | 28 | 0 | 3 | 119 |
| 8:15 AM | 24 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 8 | 0 | 13 | 26 | 0 | 5 | 157 |
| 8:30 AM | 19 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 8 | 0 | 24 | 48 | 0 | 11 | 206 |
| 8:45 AM | 11 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 2 | 0 | 6 | 29 | 0 | 0 | 105 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 86 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 0 | 446 | 43 | 0 | 125 | 342 | 0 | 20 | 1238 |
| **APPROACH %'s :** | 32.82% | 0.00% | 67.18% | 0.00% | | | | | 0.00% | 91.21% | 8.79% | 0.00% | 25.67% | 70.23% | 0.00% | 4.11% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 26 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 243 | 17 | 0 | 70 | 211 | 0 | 1 | 651 |
| **PEAK HR FACTOR :** | 0.50 | 0.000 | 0.830 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.844 | 0.708 | 0.000 | 0.795 | 0.894 | 0.000 | 0.250 | 0.919 |
| | 0.717 | | | | | | | | 0.890 | | | | 0.881 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 8 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 9 | 0 | 13 | 31 | 0 | 0 | 134 |
| 4:15 PM | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 6 | 0 | 11 | 50 | 0 | 0 | 135 |
| 4:30 PM | 5 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 11 | 0 | 11 | 34 | 0 | 0 | 128 |
| 4:45 PM | 6 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 64 | 12 | 0 | 20 | 37 | 0 | 0 | 156 |
| 5:00 PM | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 13 | 0 | 14 | 48 | 0 | 0 | 156 |
| 5:15 PM | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 7 | 0 | 16 | 36 | 0 | 0 | 125 |
| 5:30 PM | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 6 | 0 | 29 | 31 | 0 | 0 | 130 |
| 5:45 PM | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 8 | 0 | 14 | 49 | 0 | 0 | 156 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 30 | 0 | 98 | 1 | 0 | 0 | 0 | 0 | 0 | 475 | 72 | 0 | 128 | 316 | 0 | 0 | 1120 |
| **APPROACH %'s :** | 23.26% | 0.00% | 75.97% | 0.78% | | | | | 0.00% | 86.84% | 13.16% | 0.00% | 28.83% | 71.17% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 14 | 0 | 52 | 1 | 0 | 0 | 0 | 0 | 0 | 241 | 42 | 0 | 56 | 169 | 0 | 0 | 575 |
| **PEAK HR FACTOR :** | 0.58 | 0.000 | 0.813 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.886 | 0.808 | 0.000 | 0.700 | 0.845 | 0.000 | 0.000 | 0.921 |
| | 0.728 | | | | | | | | 0.873 | | | | 0.907 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & Cottonwood Ave
**City:** San Jacinto
**Control:** 1-Way Stop(NB)

**Project ID:** 19-06063-031
**Date:** 5/7/2019

**HT**

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 6 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| 7:30 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 8 |
| 7:45 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 3 |
| 8:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 0 | 15 | 0 | 0 | 32 |
| **APPROACH %'s :** | 50.00% | 0.00% | 50.00% | 0.00% | | | | | 0.00% | 63.64% | 36.36% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 12 | 0 | 0 | 22 |
| **PEAK HR FACTOR :** | 0.375 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.688 |
| | 0.500 | | | | | | | | 0.500 | | | | 0.500 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 6 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 | 0 | 0 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 2 | 6 | 0 | 0 | 18 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 0.00% | | | | | 0.00% | 77.78% | 22.22% | 0.00% | 25.00% | 75.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 4 | 0 | 0 | 9 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.250 | 0.333 | 0.000 | 0.000 | 0.450 |
| | 0.250 | | | | | | | | 0.375 | | | | 0.417 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & Cottonwood Ave
**City:** San Jacinto
**Control:** 1-Way Stop(NB)

**Project ID:** 19-06063-031
**Date:** 5/7/2019

**Bikes**

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | 0.250 | | | | | | | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & Cottonwood Ave
**City:** San Jacinto
**Project ID:** 19-06063-031
**Date:** 5/7/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Cawston Ave N | | Cawston Ave N | | Cottonwood Ave | | Cottonwood Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 AM | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 |
| 8:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 4 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 16 |
| **APPROACH %'s :** | | | 75.00% | 25.00% | | | | | |
| **PEAK HR :** | **07:00 AM - 08:00 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | | | 0.250 | 0.250 | | | | | 0.250 |
| | | | 0.250 | | | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 5 |
| **APPROACH %'s :** | | | 60.00% | 40.00% | | | | | |
| **PEAK HR :** | **04:15 PM - 05:15 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 4 |
| **PEAK HR FACTOR :** | | | 0.250 | 0.250 | | | | | 0.500 |
| | | | 0.500 | | | | | | |

Prepared by National Data & Surveying Services

# Cawston Ave N & Cottonwood Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-031
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

| PEAK HOURS | COUNT PERIODS |
|---|---|
| 07:00 AM - 08:00 AM | 07:00 AM - 09:00 AM |
| NONE | NONE |
| 04:15 PM - 05:15 PM | 04:00 PM - 06:00 PM |

### Cawston Ave N — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 0 | 0 | 0 | 0 | 0 | PM |

### Cottonwood Ave — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 252 | 0 | 187 | |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 247 | 0 | 243 | 2 |
| 19 | 0 | 43 | 0 |
| AM | NOON | PM | |

### CONTROL

1-Way Stop(NB)

| | | | |
|---|---|---|---|
| TEV | 673 | 0 | 584 |
| | AM | NOON | PM |
| PHF | 0.92 | | 0.92 |

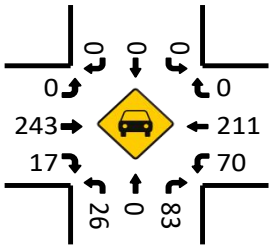
### Cottonwood Ave — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 173 | 0 | 223 | 1 |
| 57 | 0 | 70 | 1 |
| 0 | 0 | 1 | 0 |
| 296 | 0 | 332 | |
| PM | NOON | AM | |

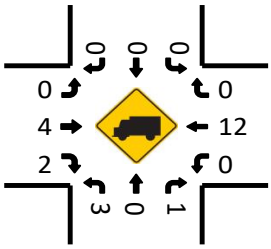
### Cawston Ave N — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 101 | 1 | 14 | 0 | 53 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 89 | 0 | 29 | 0 | 84 | AM |

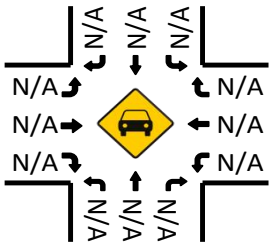
### Cars (AM)



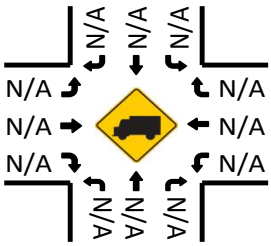

### HT (AM)



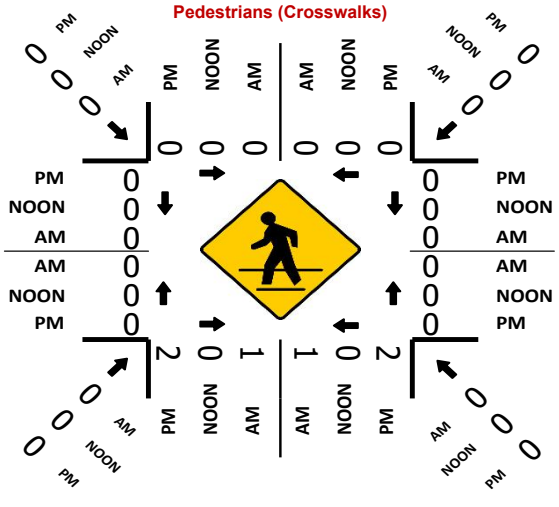

### Cars (NOON)



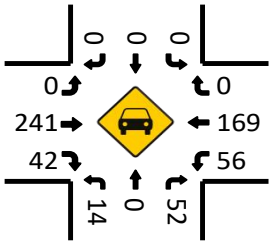

### HT (NOON)



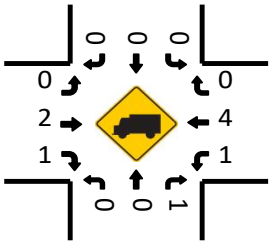

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & W Esplanade Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-032
**Date:** 5/7/2019

**Total**

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 14 | 21 | 16 | 0 | 1 | 19 | 13 | 0 | 6 | 29 | 25 | 0 | 18 | 46 | 3 | 0 | 211 |
| 7:15 AM | 16 | 22 | 24 | 0 | 1 | 26 | 22 | 0 | 12 | 33 | 42 | 0 | 40 | 43 | 2 | 0 | 283 |
| 7:30 AM | 19 | 30 | 31 | 0 | 4 | 48 | 4 | 0 | 6 | 34 | 45 | 0 | 48 | 29 | 2 | 0 | 300 |
| 7:45 AM | 10 | 19 | 24 | 0 | 0 | 51 | 11 | 0 | 17 | 40 | 49 | 0 | 71 | 31 | 3 | 0 | 326 |
| 8:00 AM | 16 | 26 | 30 | 0 | 2 | 26 | 8 | 0 | 13 | 24 | 23 | 0 | 22 | 35 | 5 | 0 | 230 |
| 8:15 AM | 8 | 15 | 23 | 0 | 10 | 36 | 11 | 0 | 12 | 29 | 10 | 0 | 34 | 40 | 11 | 0 | 239 |
| 8:30 AM | 2 | 29 | 18 | 0 | 5 | 37 | 16 | 0 | 5 | 28 | 16 | 0 | 40 | 37 | 8 | 0 | 241 |
| 8:45 AM | 11 | 19 | 22 | 0 | 15 | 39 | 7 | 0 | 4 | 35 | 17 | 0 | 33 | 48 | 4 | 0 | 254 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 96 | 181 | 188 | 0 | 38 | 282 | 92 | 0 | 75 | 252 | 227 | 0 | 306 | 309 | 38 | 0 | 2084 |
| **APPROACH %'s :** | 20.65% | 38.92% | 40.43% | 0.00% | 9.22% | 68.45% | 22.33% | 0.00% | 13.54% | 45.49% | 40.97% | 0.00% | 46.86% | 47.32% | 5.82% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 61 | 97 | 109 | 0 | 7 | 151 | 45 | 0 | 48 | 131 | 159 | 0 | 181 | 138 | 12 | 0 | 1139 |
| **PEAK HR FACTOR :** | 0.803 | 0.808 | 0.879 | 0.000 | 0.438 | 0.740 | 0.511 | 0.000 | 0.706 | 0.819 | 0.811 | 0.000 | 0.637 | 0.802 | 0.600 | 0.000 | 0.873 |
| | 0.834 | | | | 0.819 | | | | 0.797 | | | | 0.788 | | | | |

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 13 | 34 | 34 | 0 | 2 | 31 | 13 | 0 | 12 | 49 | 15 | 0 | 23 | 37 | 5 | 0 | 268 |
| 4:15 PM | 7 | 20 | 21 | 0 | 2 | 29 | 14 | 0 | 14 | 48 | 10 | 0 | 11 | 42 | 4 | 0 | 222 |
| 4:30 PM | 16 | 28 | 13 | 0 | 3 | 30 | 7 | 0 | 11 | 43 | 11 | 0 | 17 | 38 | 4 | 0 | 221 |
| 4:45 PM | 9 | 23 | 14 | 0 | 7 | 27 | 7 | 0 | 7 | 44 | 11 | 0 | 18 | 30 | 2 | 0 | 199 |
| 5:00 PM | 13 | 24 | 15 | 0 | 1 | 38 | 13 | 0 | 13 | 51 | 19 | 0 | 29 | 35 | 11 | 0 | 262 |
| 5:15 PM | 15 | 23 | 14 | 0 | 2 | 33 | 10 | 0 | 7 | 41 | 14 | 0 | 27 | 34 | 12 | 0 | 232 |
| 5:30 PM | 14 | 25 | 13 | 0 | 3 | 30 | 9 | 0 | 10 | 40 | 12 | 0 | 25 | 30 | 11 | 0 | 222 |
| 5:45 PM | 12 | 22 | 11 | 0 | 2 | 36 | 5 | 0 | 7 | 35 | 10 | 0 | 22 | 28 | 7 | 0 | 197 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 99 | 199 | 135 | 0 | 22 | 254 | 78 | 0 | 81 | 351 | 102 | 0 | 172 | 274 | 56 | 0 | 1823 |
| **APPROACH %'s :** | 22.86% | 45.96% | 31.18% | 0.00% | 6.21% | 71.75% | 22.03% | 0.00% | 15.17% | 65.73% | 19.10% | 0.00% | 34.26% | 54.58% | 11.16% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 51 | 95 | 56 | 0 | 13 | 128 | 39 | 0 | 37 | 176 | 56 | 0 | 99 | 129 | 36 | 0 | 915 |
| **PEAK HR FACTOR :** | 0.850 | 0.950 | 0.933 | 0.000 | 0.464 | 0.842 | 0.750 | 0.000 | 0.712 | 0.863 | 0.737 | 0.000 | 0.853 | 0.921 | 0.750 | 0.000 | 0.873 |
| | 0.971 | | | | 0.865 | | | | 0.810 | | | | 0.880 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & W Esplanade Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-032
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 14 | 21 | 16 | 0 | 1 | 19 | 13 | 0 | 6 | 29 | 25 | 0 | 18 | 45 | 3 | 0 | 210 |
| 7:15 AM | 16 | 22 | 24 | 0 | 1 | 26 | 22 | 0 | 12 | 33 | 41 | 0 | 40 | 43 | 2 | 0 | 282 |
| 7:30 AM | 19 | 28 | 31 | 0 | 4 | 48 | 4 | 0 | 6 | 33 | 44 | 0 | 48 | 29 | 2 | 0 | 296 |
| 7:45 AM | 10 | 18 | 23 | 0 | 0 | 51 | 11 | 0 | 17 | 40 | 49 | 0 | 71 | 31 | 3 | 0 | 324 |
| 8:00 AM | 15 | 26 | 30 | 0 | 2 | 26 | 8 | 0 | 13 | 23 | 23 | 0 | 22 | 34 | 4 | 0 | 226 |
| 8:15 AM | 8 | 15 | 23 | 0 | 10 | 35 | 10 | 0 | 10 | 27 | 9 | 0 | 34 | 37 | 11 | 0 | 229 |
| 8:30 AM | 2 | 28 | 18 | 0 | 5 | 37 | 16 | 0 | 5 | 25 | 16 | 0 | 40 | 36 | 8 | 0 | 236 |
| 8:45 AM | 11 | 19 | 22 | 0 | 15 | 39 | 7 | 0 | 4 | 35 | 17 | 0 | 33 | 48 | 4 | 0 | 254 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 95 | 177 | 187 | 0 | 38 | 281 | 91 | 0 | 73 | 245 | 224 | 0 | 306 | 303 | 37 | 0 | 2057 |
| **APPROACH %'s :** | 20.70% | 38.56% | 40.74% | 0.00% | 9.27% | 68.54% | 22.20% | 0.00% | 13.47% | 45.20% | 41.33% | 0.00% | 47.37% | 46.90% | 5.73% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 60 | 94 | 108 | 0 | 7 | 151 | 45 | 0 | 48 | 129 | 157 | 0 | 181 | 137 | 11 | 0 | 1128 |
| **PEAK HR FACTOR :** | 0.79 | 0.839 | 0.871 | 0.000 | 0.438 | 0.740 | 0.511 | 0.000 | 0.706 | 0.806 | 0.801 | 0.000 | 0.637 | 0.797 | 0.688 | 0.000 | 0.870 |
| | 0.840 | | | | 0.819 | | | | 0.788 | | | | 0.783 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 13 | 33 | 34 | 0 | 2 | 30 | 13 | 0 | 12 | 49 | 14 | 0 | 23 | 36 | 5 | 0 | 264 |
| 4:15 PM | 7 | 19 | 21 | 0 | 2 | 29 | 14 | 0 | 14 | 48 | 10 | 0 | 11 | 41 | 4 | 0 | 220 |
| 4:30 PM | 16 | 28 | 13 | 0 | 3 | 30 | 7 | 0 | 11 | 43 | 9 | 0 | 16 | 38 | 4 | 0 | 218 |
| 4:45 PM | 8 | 23 | 14 | 0 | 7 | 27 | 6 | 0 | 7 | 44 | 11 | 0 | 18 | 28 | 2 | 0 | 195 |
| 5:00 PM | 13 | 24 | 15 | 0 | 1 | 36 | 12 | 0 | 13 | 50 | 19 | 0 | 29 | 35 | 11 | 0 | 258 |
| 5:15 PM | 15 | 23 | 14 | 0 | 2 | 33 | 10 | 0 | 7 | 41 | 13 | 0 | 27 | 34 | 12 | 0 | 231 |
| 5:30 PM | 14 | 24 | 13 | 0 | 3 | 30 | 9 | 0 | 10 | 40 | 11 | 0 | 25 | 30 | 11 | 0 | 220 |
| 5:45 PM | 12 | 22 | 11 | 0 | 2 | 35 | 5 | 0 | 7 | 35 | 10 | 0 | 22 | 27 | 7 | 0 | 195 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 98 | 196 | 135 | 0 | 22 | 250 | 76 | 0 | 81 | 350 | 97 | 0 | 171 | 269 | 56 | 0 | 1801 |
| **APPROACH %'s :** | 22.84% | 45.69% | 31.47% | 0.00% | 6.32% | 71.84% | 21.84% | 0.00% | 15.34% | 66.29% | 18.37% | 0.00% | 34.48% | 54.23% | 11.29% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 50 | 94 | 56 | 0 | 13 | 126 | 37 | 0 | 37 | 175 | 54 | 0 | 99 | 127 | 36 | 0 | 904 |
| **PEAK HR FACTOR :** | 0.83 | 0.979 | 0.933 | 0.000 | 0.464 | 0.875 | 0.771 | 0.000 | 0.712 | 0.875 | 0.711 | 0.000 | 0.853 | 0.907 | 0.750 | 0.000 | 0.876 |
| | 0.962 | | | | 0.898 | | | | 0.811 | | | | 0.873 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & W Esplanade Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-032
**Date:** 5/7/2019

**HT**

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 4 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 10 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 4 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 7 | 3 | 0 | 0 | 6 | 1 | 0 | 27 |
| **APPROACH %'s :** | 16.67% | 66.67% | 16.67% | 0.00% | 0.00% | 50.00% | 50.00% | 0.00% | 16.67% | 58.33% | 25.00% | 0.00% | 0.00% | 85.71% | 14.29% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 11 |
| **PEAK HR FACTOR :** | 0.250 | 0.375 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.688 |
| | 0.625 | | | | | | | | 0.500 | | | | 0.250 | | | | |

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 |
| 4:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 3 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 1 | 5 | 0 | 1 | 5 | 0 | 0 | 22 |
| **APPROACH %'s :** | 25.00% | 75.00% | 0.00% | 0.00% | 0.00% | 66.67% | 33.33% | 0.00% | 0.00% | 16.67% | 83.33% | 0.00% | 16.67% | 83.33% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 11 |
| **PEAK HR FACTOR :** | 0.25 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.688 |
| | 0.500 | | | | 0.333 | | | | 0.750 | | | | 0.250 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & W Esplanade Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-032
**Date:** 5/7/2019

**Bikes**

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 2 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| **APPROACH %'s :** | | | | | | | | | | | | | 100.00% | 0.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | | | | 0.250 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 2 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| **APPROACH %'s :** | 0.00% | 66.67% | 33.33% | 0.00% | 25.00% | 75.00% | 0.00% | 0.00% | | | | | 100.00% | 0.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.00 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.417 |
| | | 0.250 | | | | 0.250 | | | | | | | | 0.250 | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & W Esplanade Ave **Project ID:** 19-06063-032
**City:** San Jacinto **Date:** 5/7/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Cawston Ave N | | Cawston Ave N | | W Esplanade Ave | | W Esplanade Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 5 |
| 8:00 AM | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 5 |
| 8:15 AM | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| 8:30 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 8:45 AM | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 3 | 7 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 4 | 1 | 4 | 2 | 4 | 0 | 10 | 25 |
| **APPROACH %'s :** | 0.00% | 100.00% | 20.00% | 80.00% | 33.33% | 66.67% | 0.00% | 100.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 5 | 11 |
| **PEAK HR FACTOR :** | | 0.250 | 0.250 | 0.250 | | 0.250 | | 0.313 | 0.550 |
| | 0.250 | | 0.250 | | 0.250 | | 0.313 | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 6 |
| 4:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 7 | 1 | 0 | 0 | 0 | 0 | 10 | 4 | 22 |
| **APPROACH %'s :** | 87.50% | 12.50% | | | | | 71.43% | 28.57% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 6 |
| **PEAK HR FACTOR :** | 0.250 | | | | | | 0.750 | 0.250 | 0.500 |
| | 0.250 | | | | | | 0.417 | | |

Prepared by National Data & Surveying Services

# Cawston Ave N & W Esplanade Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-032
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

**PEAK HOURS**

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### Cawston Ave N — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 45 | 151 | 7 | 0 | 157 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 39 | 128 | 13 | 0 | 168 | PM |

### W Esplanade Ave — EASTBOUND

| AM | NOON | PM | | |
|---|---|---|---|---|
| 244 | 0 | 219 | ⇦ | |
| 0 | 0 | 0 | ↶ | 0 |
| 48 | 0 | 37 | ↱ | 0 |
| 131 | 0 | 176 | → | 1 |
| 159 | 0 | 56 | ↷ | 0 |
| AM | NOON | PM | | |

### W Esplanade Ave — WESTBOUND

| PM | NOON | AM | | |
|---|---|---|---|---|
| 36 | 0 | 12 | ↶ | 0 |
| 129 | 0 | 138 | ← | 1 |
| 99 | 0 | 181 | ↷ | 0 |
| 0 | 0 | 0 | ↱ | 0 |
| 245 | 0 | 247 | ⇨ | |
| PM | NOON | AM | | |

**CONTROL:** 4-Way Stop

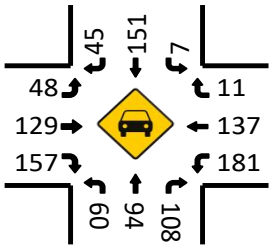
| | | | |
|---|---|---|---|
| TEV | 1139 | 0 | 915 |
| | AM | NOON | PM |
| PHF | 0.87 | | 0.87 |

### Cawston Ave N — NORTHBOUND

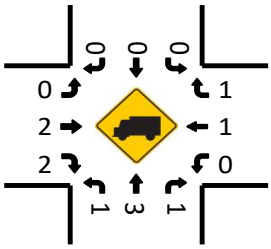
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 283 | 0 | 51 | 95 | 56 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 491 | 0 | 61 | 97 | 109 | AM |

Turning movements at the intersection: 0 1 0 0 | 0 1 1 1

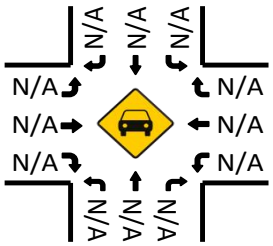
### Cars (AM)



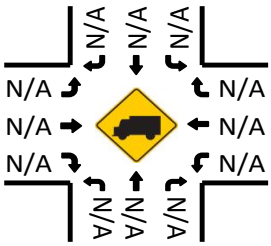

### HT (AM)



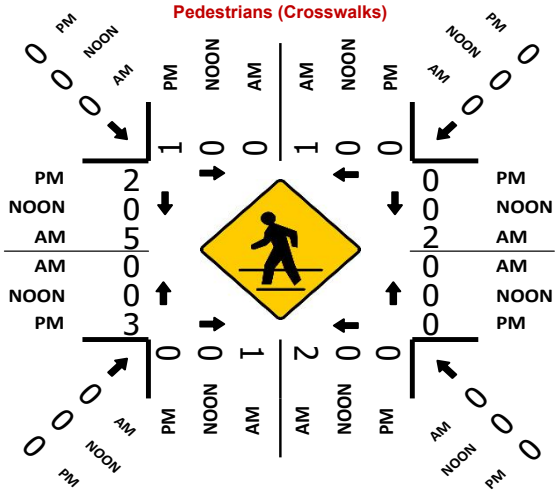

### Cars (NOON)




### HT (NOON)




### Pedestrians (Crosswalks)


PM
NOON
AM
1
0
0
PM
2
0
5
AM
AM
0
0
NOON
NOON
3
PM
0
0
1
2
0
0
0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & N Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-033
**Date:** 5/8/2019

## Total

| NS/EW Streets: | N Sanderson Ave | | | | N Sanderson Ave | | | | N Ramona Blvd | | | | N Ramona Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 323 | 4 | 0 | 15 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 43 | 0 | 523 |
| 7:15 AM | 0 | 256 | 9 | 0 | 23 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 45 | 0 | 489 |
| 7:30 AM | 0 | 191 | 10 | 0 | 22 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 36 | 0 | 424 |
| 7:45 AM | 0 | 214 | 3 | 0 | 24 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 25 | 0 | 424 |
| 8:00 AM | 0 | 209 | 7 | 0 | 23 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 33 | 0 | 410 |
| 8:15 AM | 0 | 207 | 7 | 0 | 19 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 30 | 0 | 426 |
| 8:30 AM | 0 | 192 | 11 | 0 | 15 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 32 | 0 | 397 |
| 8:45 AM | 0 | 187 | 6 | 0 | 22 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 34 | 0 | 369 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1779 | 57 | 0 | 163 | 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 278 | 0 | 3462 |
| **APPROACH %'s :** | 0.00% | 96.90% | 3.10% | 0.00% | 12.91% | 87.09% | 0.00% | 0.00% | | | | | 23.42% | 0.00% | 76.58% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 984 | 26 | 0 | 84 | 578 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 149 | 0 | 1860 |
| **PEAK HR FACTOR :** | 0.000 | 0.762 | 0.650 | 0.000 | 0.875 | 0.920 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.828 | 0.000 | 0.889 |
| | | 0.772 | | | | 0.925 | | | | | | | | 0.839 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 168 | 13 | 0 | 61 | 267 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 33 | 0 | 549 |
| 4:15 PM | 0 | 145 | 9 | 0 | 62 | 261 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 29 | 0 | 512 |
| 4:30 PM | 0 | 146 | 10 | 0 | 48 | 293 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 24 | 0 | 528 |
| 4:45 PM | 0 | 145 | 8 | 0 | 56 | 286 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 28 | 0 | 529 |
| 5:00 PM | 0 | 150 | 15 | 0 | 52 | 275 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 37 | 0 | 538 |
| 5:15 PM | 0 | 175 | 11 | 0 | 49 | 252 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 34 | 0 | 528 |
| 5:30 PM | 0 | 150 | 10 | 0 | 55 | 301 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 24 | 0 | 544 |
| 5:45 PM | 0 | 131 | 15 | 0 | 39 | 275 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 26 | 0 | 492 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1210 | 91 | 0 | 422 | 2210 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 235 | 0 | 4220 |
| **APPROACH %'s :** | 0.00% | 93.01% | 6.99% | 0.00% | 16.03% | 83.97% | 0.00% | 0.00% | | | | | 18.12% | 0.00% | 81.88% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 620 | 44 | 0 | 212 | 1114 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 123 | 0 | 2139 |
| **PEAK HR FACTOR :** | 0.000 | 0.886 | 0.733 | 0.000 | 0.946 | 0.925 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.722 | 0.000 | 0.831 | 0.000 | 0.983 |
| | | 0.892 | | | | 0.931 | | | | | | | | 0.810 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & N Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-033
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N Sanderson Ave | | | | N Sanderson Ave | | | | N Ramona Blvd | | | | N Ramona Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 322 | 4 | 0 | 14 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 41 | 0 | 512 |
| 7:15 AM | 0 | 254 | 9 | 0 | 23 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 44 | 0 | 480 |
| 7:30 AM | 0 | 185 | 10 | 0 | 22 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 36 | 0 | 412 |
| 7:45 AM | 0 | 211 | 3 | 0 | 23 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 22 | 0 | 412 |
| 8:00 AM | 0 | 207 | 7 | 0 | 22 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 32 | 0 | 402 |
| 8:15 AM | 0 | 199 | 7 | 0 | 19 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 29 | 0 | 411 |
| 8:30 AM | 0 | 188 | 10 | 0 | 15 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 32 | 0 | 388 |
| 8:45 AM | 0 | 182 | 6 | 0 | 21 | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 33 | 0 | 356 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1748 | 56 | 0 | 159 | 1056 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 269 | 0 | 3373 |
| **APPROACH %'s :** | 0.00% | 96.90% | 3.10% | 0.00% | 13.09% | 86.91% | 0.00% | 0.00% | | | | | 24.01% | 0.00% | 75.99% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 972 | 26 | 0 | 82 | 554 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 143 | 0 | 1816 |
| **PEAK HR FACTOR :** | 0.00 | 0.755 | 0.650 | 0.000 | 0.891 | 0.917 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.813 | 0.000 | 0.887 |
| | | 0.765 | | | | 0.919 | | | | | | | | 0.827 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 165 | 13 | 0 | 61 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 32 | 0 | 538 |
| 4:15 PM | 0 | 142 | 9 | 0 | 61 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 29 | 0 | 507 |
| 4:30 PM | 0 | 145 | 10 | 0 | 48 | 289 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 24 | 0 | 523 |
| 4:45 PM | 0 | 143 | 8 | 0 | 53 | 284 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 28 | 0 | 522 |
| 5:00 PM | 0 | 147 | 15 | 0 | 52 | 274 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 37 | 0 | 534 |
| 5:15 PM | 0 | 170 | 11 | 0 | 47 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 33 | 0 | 517 |
| 5:30 PM | 0 | 148 | 10 | 0 | 54 | 299 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 24 | 0 | 539 |
| 5:45 PM | 0 | 129 | 15 | 0 | 38 | 273 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 26 | 0 | 487 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1189 | 91 | 0 | 414 | 2188 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 233 | 0 | 4167 |
| **APPROACH %'s :** | 0.00% | 92.89% | 7.11% | 0.00% | 15.91% | 84.09% | 0.00% | 0.00% | | | | | 18.25% | 0.00% | 81.75% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 608 | 44 | 0 | 206 | 1106 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 122 | 0 | 2112 |
| **PEAK HR FACTOR :** | 0.00 | 0.894 | 0.733 | 0.000 | 0.954 | 0.925 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.722 | 0.000 | 0.824 | 0.000 | 0.980 |
| | | 0.901 | | | | 0.929 | | | | | | | | 0.804 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & N Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-033
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | N Sanderson Ave | | | | N Sanderson Ave | | | | N Ramona Blvd | | | | N Ramona Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 11 |
| 7:15 AM | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 |
| 7:30 AM | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:45 AM | 0 | 3 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 12 |
| 8:00 AM | 0 | 2 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |
| 8:15 AM | 0 | 8 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 15 |
| 8:30 AM | 0 | 4 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 AM | 0 | 5 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 13 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 31 | 1 | 0 | 4 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 89 |
| **APPROACH %'s :** | 0.00% | 96.88% | 3.13% | 0.00% | 8.33% | 91.67% | 0.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 12 | 0 | 0 | 2 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 44 |
| **PEAK HR FACTOR :** | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.857 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.917 |
| | | 0.500 | | | | 0.813 | | | | | | | | 0.500 | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 |
| 4:15 PM | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 PM | 0 | 2 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 PM | 0 | 5 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 |
| 5:30 PM | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 PM | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 21 | 0 | 0 | 8 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 53 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 26.67% | 73.33% | 0.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 12 | 0 | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 27 |
| **PEAK HR FACTOR :** | 0.00 | 0.600 | 0.000 | 0.000 | 0.500 | 0.667 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.614 |
| | | 0.600 | | | | 0.700 | | | | | | | | 0.250 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & N Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-033
**Date:** 5/8/2019

## Bikes

| NS/EW Streets: | N Sanderson Ave | | | | N Sanderson Ave | | | | N Ramona Blvd | | | | N Ramona Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & N Ramona Blvd **Project ID:** 19-06063-033
**City:** San Jacinto **Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | N Sanderson Ave | | N Sanderson Ave | | N Ramona Blvd | | N Ramona Blvd | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 100.00% | 0.00% | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.250 | | | | | | | | 0.250 |
| | 0.250 | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# N Sanderson Ave & N Ramona Blvd

## Peak Hour Turning Movement Count

**ID:** 19-06063-033
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:45 PM - 05:45 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### N Sanderson Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 0 | 578 | 84 | 0 | 1133 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 0 | 1114 | 212 | 0 | 743 | PM |

### N Ramona Blvd — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| AM | NOON | PM | |

### N Ramona Blvd — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 123 | 0 | 149 | 1 |
| 0 | 0 | 0 | 0 |
| 26 | 0 | 39 | 1 |
| 0 | 0 | 0 | 0 |
| 256 | 0 | 110 | |
| PM | NOON | AM | |

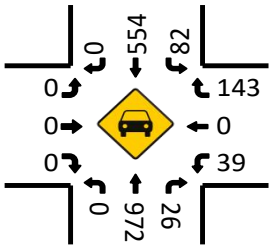
**CONTROL:** Signalized

| | | | |
|---|---|---|---|
| TEV | 1860 AM | 0 NOON | 2139 PM |
| PHF | 0.89 | | 0.98 |

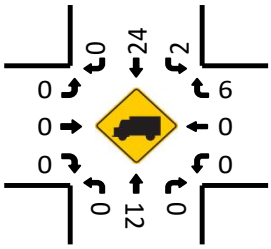
### N Sanderson Ave — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 1140 | 0 | 0 | 620 | 44 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 617 | 0 | 0 | 984 | 26 | AM |

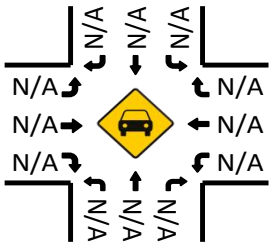
Cars (AM)



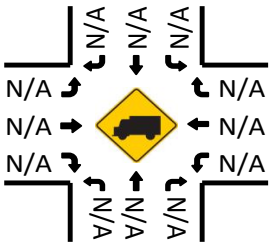

HT (AM)



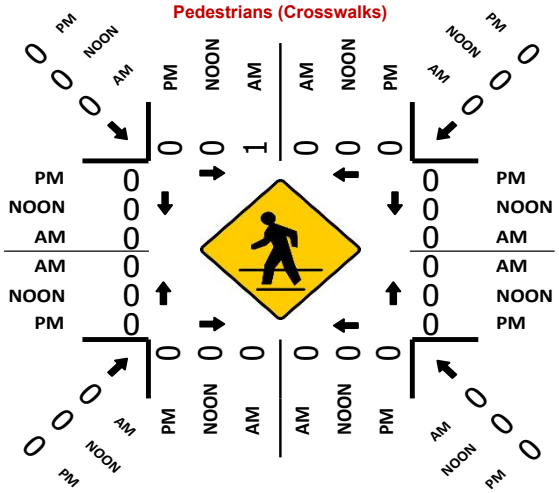

Cars (NOON)



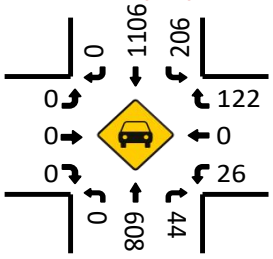

HT (NOON)



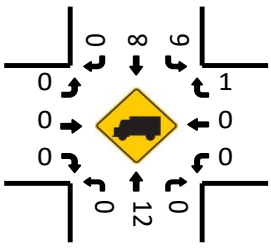

Pedestrians (Crosswalks)




Cars (PM)




HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Ramona Blvd & N Lyon Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-034
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | N Ramona Blvd | | | | N Ramona Blvd | | | | N Lyon Ave | | | | N Lyon Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 3 | 37 | 9 | 0 | 13 | 27 | 9 | 0 | 8 | 52 | 2 | 0 | 2 | 17 | 4 | 0 | 183 |
| 7:15 AM | 6 | 31 | 10 | 0 | 8 | 39 | 12 | 0 | 3 | 51 | 3 | 0 | 0 | 22 | 3 | 1 | 189 |
| 7:30 AM | 6 | 37 | 5 | 0 | 5 | 40 | 7 | 0 | 17 | 41 | 7 | 0 | 5 | 27 | 8 | 0 | 205 |
| 7:45 AM | 6 | 29 | 6 | 0 | 4 | 24 | 12 | 0 | 9 | 39 | 4 | 0 | 4 | 21 | 3 | 0 | 161 |
| 8:00 AM | 14 | 32 | 10 | 0 | 5 | 20 | 18 | 0 | 9 | 39 | 1 | 0 | 2 | 24 | 2 | 0 | 176 |
| 8:15 AM | 6 | 37 | 8 | 0 | 5 | 23 | 18 | 0 | 7 | 37 | 3 | 0 | 8 | 29 | 1 | 0 | 182 |
| 8:30 AM | 8 | 40 | 2 | 0 | 0 | 13 | 25 | 0 | 10 | 42 | 4 | 0 | 2 | 18 | 4 | 0 | 168 |
| 8:45 AM | 6 | 38 | 5 | 0 | 2 | 18 | 12 | 0 | 11 | 32 | 3 | 0 | 3 | 27 | 2 | 0 | 159 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 55 | 281 | 55 | 0 | 42 | 204 | 113 | 0 | 74 | 333 | 27 | 0 | 26 | 185 | 27 | 1 | 1423 |
| **APPROACH %'s :** | 14.07% | 71.87% | 14.07% | 0.00% | 11.70% | 56.82% | 31.48% | 0.00% | 17.05% | 76.73% | 6.22% | 0.00% | 10.88% | 77.41% | 11.30% | 0.42% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 21 | 134 | 30 | 0 | 30 | 130 | 40 | 0 | 37 | 183 | 16 | 0 | 11 | 87 | 18 | 1 | 738 |
| **PEAK HR FACTOR :** | 0.875 | 0.905 | 0.750 | 0.000 | 0.577 | 0.813 | 0.833 | 0.000 | 0.544 | 0.880 | 0.571 | 0.000 | 0.550 | 0.806 | 0.563 | 0.250 | 0.900 |
| | | 0.944 | | | | 0.847 | | | | 0.908 | | | | 0.731 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 33 | 10 | 0 | 4 | 42 | 22 | 0 | 17 | 30 | 7 | 0 | 4 | 40 | 6 | 1 | 221 |
| 4:15 PM | 3 | 29 | 8 | 0 | 2 | 26 | 29 | 0 | 13 | 31 | 1 | 0 | 9 | 47 | 3 | 0 | 201 |
| 4:30 PM | 2 | 24 | 2 | 0 | 3 | 31 | 21 | 0 | 10 | 21 | 1 | 0 | 3 | 46 | 4 | 0 | 168 |
| 4:45 PM | 2 | 30 | 3 | 0 | 3 | 35 | 24 | 0 | 10 | 41 | 2 | 0 | 4 | 56 | 3 | 0 | 213 |
| 5:00 PM | 4 | 34 | 9 | 0 | 4 | 39 | 21 | 0 | 14 | 31 | 2 | 0 | 3 | 48 | 7 | 0 | 216 |
| 5:15 PM | 5 | 25 | 4 | 0 | 4 | 34 | 24 | 0 | 8 | 35 | 1 | 0 | 11 | 36 | 1 | 0 | 188 |
| 5:30 PM | 5 | 18 | 4 | 0 | 2 | 32 | 23 | 0 | 9 | 38 | 6 | 0 | 13 | 35 | 9 | 0 | 194 |
| 5:45 PM | 5 | 24 | 5 | 0 | 7 | 35 | 14 | 0 | 11 | 35 | 3 | 0 | 3 | 35 | 5 | 0 | 182 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 31 | 217 | 45 | 0 | 29 | 274 | 178 | 0 | 92 | 262 | 23 | 0 | 50 | 343 | 38 | 1 | 1583 |
| **APPROACH %'s :** | 10.58% | 74.06% | 15.36% | 0.00% | 6.03% | 56.96% | 37.01% | 0.00% | 24.40% | 69.50% | 6.10% | 0.00% | 11.57% | 79.40% | 8.80% | 0.23% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 16 | 107 | 20 | 0 | 13 | 140 | 92 | 0 | 41 | 145 | 11 | 0 | 31 | 175 | 20 | 0 | 811 |
| **PEAK HR FACTOR :** | 0.800 | 0.787 | 0.556 | 0.000 | 0.813 | 0.897 | 0.958 | 0.000 | 0.732 | 0.884 | 0.458 | 0.000 | 0.596 | 0.781 | 0.556 | 0.000 | 0.939 |
| | | 0.761 | | | | 0.957 | | | | 0.929 | | | | 0.897 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Ramona Blvd & N Lyon Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-034
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N Ramona Blvd | | | | N Ramona Blvd | | | | N Lyon Ave | | | | N Lyon Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 3 | 36 | 9 | 0 | 12 | 27 | 8 | 0 | 8 | 52 | 2 | 0 | 2 | 17 | 4 | 0 | 180 |
| 7:15 AM | 6 | 31 | 10 | 0 | 8 | 39 | 12 | 0 | 3 | 49 | 3 | 0 | 0 | 22 | 3 | 1 | 187 |
| 7:30 AM | 6 | 36 | 5 | 0 | 5 | 40 | 7 | 0 | 16 | 41 | 6 | 0 | 5 | 27 | 8 | 0 | 202 |
| 7:45 AM | 6 | 29 | 6 | 0 | 4 | 23 | 12 | 0 | 9 | 38 | 4 | 0 | 4 | 20 | 3 | 0 | 158 |
| 8:00 AM | 14 | 30 | 10 | 0 | 5 | 19 | 17 | 0 | 9 | 39 | 1 | 0 | 2 | 22 | 2 | 0 | 170 |
| 8:15 AM | 6 | 36 | 8 | 0 | 5 | 22 | 18 | 0 | 7 | 37 | 3 | 0 | 7 | 29 | 1 | 0 | 179 |
| 8:30 AM | 8 | 40 | 2 | 0 | 0 | 13 | 25 | 0 | 10 | 41 | 4 | 0 | 2 | 17 | 3 | 0 | 165 |
| 8:45 AM | 6 | 38 | 5 | 0 | 2 | 18 | 12 | 0 | 11 | 31 | 3 | 0 | 2 | 26 | 2 | 0 | 156 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 55 | 276 | 55 | 0 | 41 | 201 | 111 | 0 | 73 | 328 | 26 | 0 | 24 | 180 | 26 | 1 | 1397 |
| **APPROACH %'s :** | 14.25% | 71.50% | 14.25% | 0.00% | 11.61% | 56.94% | 31.44% | 0.00% | 17.10% | 76.81% | 6.09% | 0.00% | 10.39% | 77.92% | 11.26% | 0.43% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 21 | 132 | 30 | 0 | 29 | 129 | 39 | 0 | 36 | 180 | 15 | 0 | 11 | 86 | 18 | 1 | 727 |
| **PEAK HR FACTOR :** | 0.88 | 0.917 | 0.750 | 0.000 | 0.604 | 0.806 | 0.813 | 0.000 | 0.563 | 0.865 | 0.625 | 0.000 | 0.550 | 0.796 | 0.563 | 0.250 | 0.900 |
| | 0.953 | | | | 0.835 | | | | 0.917 | | | | 0.725 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 33 | 10 | 0 | 4 | 41 | 22 | 0 | 16 | 30 | 7 | 0 | 4 | 38 | 6 | 1 | 217 |
| 4:15 PM | 3 | 28 | 8 | 0 | 2 | 26 | 29 | 0 | 13 | 30 | 1 | 0 | 9 | 47 | 3 | 0 | 199 |
| 4:30 PM | 2 | 24 | 2 | 0 | 3 | 31 | 21 | 0 | 10 | 21 | 1 | 0 | 3 | 46 | 4 | 0 | 168 |
| 4:45 PM | 2 | 29 | 3 | 0 | 3 | 34 | 23 | 0 | 10 | 40 | 1 | 0 | 4 | 55 | 3 | 0 | 207 |
| 5:00 PM | 4 | 33 | 9 | 0 | 4 | 39 | 21 | 0 | 14 | 30 | 2 | 0 | 3 | 48 | 7 | 0 | 214 |
| 5:15 PM | 5 | 25 | 4 | 0 | 4 | 34 | 24 | 0 | 8 | 35 | 1 | 0 | 10 | 36 | 1 | 0 | 187 |
| 5:30 PM | 5 | 18 | 4 | 0 | 2 | 32 | 22 | 0 | 9 | 38 | 6 | 0 | 13 | 34 | 9 | 0 | 192 |
| 5:45 PM | 4 | 24 | 5 | 0 | 7 | 34 | 14 | 0 | 11 | 35 | 3 | 0 | 3 | 35 | 5 | 0 | 180 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 30 | 214 | 45 | 0 | 29 | 271 | 176 | 0 | 91 | 259 | 22 | 0 | 49 | 339 | 38 | 1 | 1564 |
| **APPROACH %'s :** | 10.38% | 74.05% | 15.57% | 0.00% | 6.09% | 56.93% | 36.97% | 0.00% | 24.46% | 69.62% | 5.91% | 0.00% | 11.48% | 79.39% | 8.90% | 0.23% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 16 | 105 | 20 | 0 | 13 | 139 | 90 | 0 | 41 | 143 | 10 | 0 | 30 | 173 | 20 | 0 | 800 |
| **PEAK HR FACTOR :** | 0.80 | 0.795 | 0.556 | 0.000 | 0.813 | 0.891 | 0.938 | 0.000 | 0.732 | 0.894 | 0.417 | 0.000 | 0.577 | 0.786 | 0.556 | 0.000 | 0.935 |
| | 0.766 | | | | 0.945 | | | | 0.915 | | | | 0.899 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Ramona Blvd & N Lyon Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-034
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | N Ramona Blvd | | | | N Ramona Blvd | | | | N Lyon Ave | | | | N Lyon Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 8:00 AM | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 3 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 3 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 5 | 0 | 0 | 1 | 3 | 2 | 0 | 1 | 5 | 1 | 0 | 2 | 5 | 1 | 0 | 26 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 16.67% | 50.00% | 33.33% | 0.00% | 14.29% | 71.43% | 14.29% | 0.00% | 25.00% | 62.50% | 12.50% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 11 |
| **PEAK HR FACTOR :** | 0.000 | 0.500 | 0.000 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.250 | 0.375 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.917 |
| | 0.500 | | | | 0.375 | | | | 0.625 | | | | 0.250 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 6 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 3 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 3 | 1 | 0 | 1 | 4 | 0 | 0 | 19 |
| **APPROACH %'s :** | 25.00% | 75.00% | 0.00% | 0.00% | 0.00% | 60.00% | 40.00% | 0.00% | 20.00% | 60.00% | 20.00% | 0.00% | 20.00% | 80.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 11 |
| **PEAK HR FACTOR :** | 0.00 | 0.500 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.458 |
| | 0.500 | | | | 0.375 | | | | 0.375 | | | | 0.750 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Ramona Blvd & N Lyon Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-034
**Date:** 5/8/2019

**Bikes**

| **NS/EW Streets:** | N Ramona Blvd | | | | N Ramona Blvd | | | | N Lyon Ave | | | | N Lyon Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | 0.250 | | | | | | | | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 100.00% | 0.00% | | | | | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Ramona Blvd & N Lyon Ave
**City:** San Jacinto
**Project ID:** 19-06063-034
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| **NS/EW Streets:** | N Ramona Blvd | | N Ramona Blvd | | N Lyon Ave | | N Lyon Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 5 |
| **APPROACH %'s :** | | | | | 0.00% | 100.00% | 66.67% | 33.33% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | | | | | | 0.250 | | | 0.250 |
| | | | | | 0.250 | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| **APPROACH %'s :** | | | | | | | 0.00% | 100.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| **PEAK HR FACTOR :** | | | | | | | | 0.250 | 0.250 |
| | | | | | | | 0.250 | | |

Prepared by National Data & Surveying Services

# N Ramona Blvd & N Lyon Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-034
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

AM: 07:00 AM - 08:00 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### SOUTHBOUND — N Ramona Blvd

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 40 | 130 | 30 | 0 | 189 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 92 | 140 | 13 | 0 | 168 | PM |

### EASTBOUND — N Lyon Ave

| AM | NOON | PM | |
|---|---|---|---|
| 148 | 0 | 283 | |
| 0 | 0 | 0 | 0 |
| 37 | 0 | 41 | 0 |
| 183 | 0 | 145 | 1 |
| 16 | 0 | 11 | 0 |
| AM | NOON | PM | |

### WESTBOUND — N Lyon Ave

| PM | NOON | AM | |
|---|---|---|---|
| 20 | 0 | 18 | 0 |
| 175 | 0 | 87 | 1 |
| 31 | 0 | 11 | 0 |
| 0 | 0 | 1 | 0 |
| 178 | 0 | 244 | |
| PM | NOON | AM | |

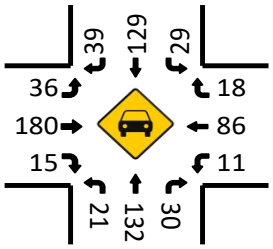
### NORTHBOUND — N Ramona Blvd

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 182 | 0 | 16 | 107 | 20 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 157 | 0 | 21 | 134 | 30 | AM |

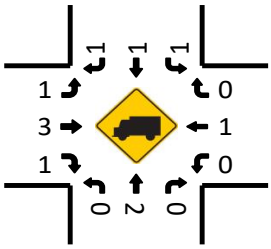
**CONTROL:** 4-Way Stop

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 738 | 0 | 811 |
| PHF | 0.90 | | 0.94 |

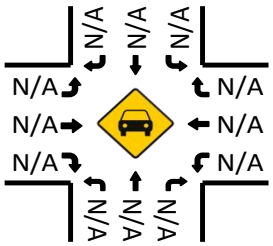
### Cars (AM)



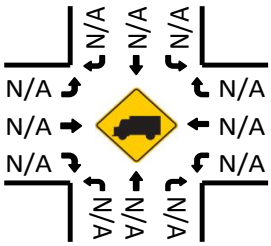

### HT (AM)



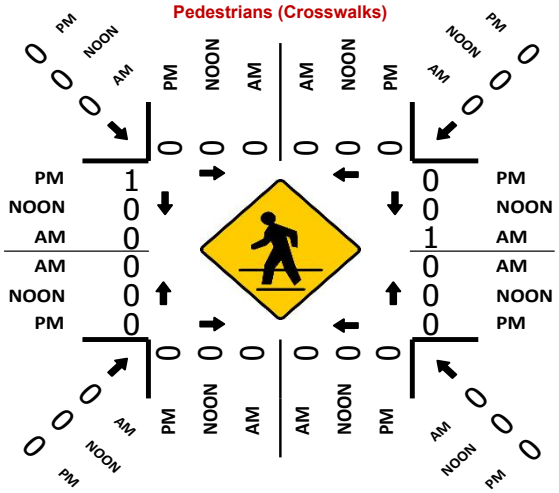

### Cars (NOON)




### HT (NOON)




### Pedestrians (Crosswalks)


PM
NOON
AM
1
0
0
0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & Hemet St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-035
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | Hemet St | | | | Hemet St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 6 | 139 | 1 | 0 | 1 | 66 | 19 | 0 | 53 | 2 | 4 | 0 | 4 | 7 | 1 | 0 | 303 |
| 7:15 AM | 5 | 179 | 2 | 0 | 1 | 98 | 34 | 0 | 51 | 6 | 6 | 0 | 5 | 14 | 2 | 0 | 403 |
| 7:30 AM | 1 | 159 | 0 | 0 | 1 | 75 | 25 | 0 | 51 | 6 | 1 | 0 | 0 | 6 | 2 | 0 | 327 |
| 7:45 AM | 2 | 143 | 1 | 0 | 3 | 61 | 25 | 0 | 52 | 3 | 1 | 0 | 1 | 6 | 6 | 0 | 304 |
| 8:00 AM | 5 | 103 | 0 | 0 | 1 | 64 | 25 | 0 | 34 | 4 | 3 | 0 | 0 | 3 | 1 | 0 | 243 |
| 8:15 AM | 7 | 123 | 0 | 0 | 0 | 56 | 18 | 0 | 27 | 2 | 2 | 0 | 1 | 4 | 2 | 0 | 242 |
| 8:30 AM | 4 | 108 | 0 | 0 | 1 | 55 | 20 | 0 | 38 | 0 | 8 | 0 | 1 | 5 | 1 | 0 | 241 |
| 8:45 AM | 2 | 99 | 1 | 0 | 0 | 76 | 19 | 0 | 25 | 3 | 7 | 0 | 0 | 3 | 1 | 0 | 236 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 32 | 1053 | 5 | 0 | 8 | 551 | 185 | 0 | 331 | 26 | 32 | 0 | 12 | 48 | 16 | 0 | 2299 |
| **APPROACH %'s :** | 2.94% | 96.61% | 0.46% | 0.00% | 1.08% | 74.06% | 24.87% | 0.00% | 85.09% | 6.68% | 8.23% | 0.00% | 15.79% | 63.16% | 21.05% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 14 | 620 | 4 | 0 | 6 | 300 | 103 | 0 | 207 | 17 | 12 | 0 | 10 | 33 | 11 | 0 | 1337 |
| **PEAK HR FACTOR :** | 0.583 | 0.866 | 0.500 | 0.000 | 0.500 | 0.765 | 0.757 | 0.000 | 0.976 | 0.708 | 0.500 | 0.000 | 0.500 | 0.589 | 0.458 | 0.000 | 0.829 |
| | 0.858 | | | | 0.769 | | | | 0.937 | | | | 0.643 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 3 | 85 | 1 | 0 | 4 | 128 | 42 | 0 | 24 | 8 | 4 | 0 | 4 | 5 | 5 | 0 | 313 |
| 4:15 PM | 7 | 89 | 1 | 0 | 3 | 153 | 45 | 0 | 21 | 4 | 7 | 0 | 0 | 2 | 5 | 0 | 337 |
| 4:30 PM | 10 | 73 | 0 | 0 | 1 | 154 | 35 | 0 | 14 | 3 | 6 | 0 | 0 | 4 | 2 | 0 | 302 |
| 4:45 PM | 5 | 84 | 2 | 0 | 7 | 137 | 49 | 0 | 20 | 5 | 6 | 0 | 2 | 3 | 0 | 0 | 320 |
| 5:00 PM | 5 | 107 | 0 | 0 | 3 | 147 | 46 | 0 | 25 | 3 | 3 | 0 | 1 | 1 | 4 | 0 | 345 |
| 5:15 PM | 10 | 105 | 1 | 0 | 3 | 173 | 43 | 0 | 25 | 3 | 8 | 0 | 3 | 2 | 0 | 0 | 376 |
| 5:30 PM | 6 | 97 | 1 | 0 | 3 | 170 | 47 | 0 | 28 | 3 | 7 | 0 | 1 | 2 | 3 | 0 | 368 |
| 5:45 PM | 10 | 97 | 2 | 0 | 3 | 152 | 59 | 0 | 25 | 2 | 6 | 0 | 4 | 2 | 4 | 0 | 366 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 56 | 737 | 8 | 0 | 27 | 1214 | 366 | 0 | 182 | 31 | 47 | 0 | 15 | 21 | 23 | 0 | 2727 |
| **APPROACH %'s :** | 6.99% | 92.01% | 1.00% | 0.00% | 1.68% | 75.54% | 22.78% | 0.00% | 70.00% | 11.92% | 18.08% | 0.00% | 25.42% | 35.59% | 38.98% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 31 | 406 | 4 | 0 | 12 | 642 | 195 | 0 | 103 | 11 | 24 | 0 | 9 | 7 | 11 | 0 | 1455 |
| **PEAK HR FACTOR :** | 0.775 | 0.949 | 0.500 | 0.000 | 1.000 | 0.928 | 0.826 | 0.000 | 0.920 | 0.917 | 0.750 | 0.000 | 0.563 | 0.875 | 0.688 | 0.000 | 0.967 |
| | 0.950 | | | | 0.965 | | | | 0.908 | | | | 0.675 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & Hemet St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-035
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | Hemet St | | | | Hemet St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 5 | 139 | 0 | 0 | 1 | 63 | 19 | 0 | 53 | 2 | 4 | 0 | 3 | 7 | 1 | 0 | 297 |
| 7:15 AM | 5 | 176 | 2 | 0 | 1 | 89 | 34 | 0 | 51 | 6 | 4 | 0 | 5 | 14 | 2 | 0 | 389 |
| 7:30 AM | 0 | 159 | 0 | 0 | 1 | 66 | 25 | 0 | 51 | 6 | 1 | 0 | 0 | 6 | 2 | 0 | 317 |
| 7:45 AM | 2 | 140 | 1 | 0 | 3 | 56 | 25 | 0 | 51 | 3 | 1 | 0 | 1 | 6 | 6 | 0 | 295 |
| 8:00 AM | 5 | 101 | 0 | 0 | 1 | 62 | 25 | 0 | 34 | 4 | 3 | 0 | 0 | 3 | 1 | 0 | 239 |
| 8:15 AM | 6 | 121 | 0 | 0 | 0 | 54 | 17 | 0 | 27 | 1 | 1 | 0 | 1 | 3 | 2 | 0 | 233 |
| 8:30 AM | 4 | 101 | 0 | 0 | 1 | 50 | 20 | 0 | 36 | 0 | 8 | 0 | 1 | 5 | 1 | 0 | 227 |
| 8:45 AM | 2 | 95 | 1 | 0 | 0 | 74 | 18 | 0 | 25 | 3 | 7 | 0 | 0 | 3 | 1 | 0 | 229 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 29 | 1032 | 4 | 0 | 8 | 514 | 183 | 0 | 328 | 25 | 29 | 0 | 11 | 47 | 16 | 0 | 2226 |
| **APPROACH %'s :** | 2.72% | 96.90% | 0.38% | 0.00% | 1.13% | 72.91% | 25.96% | 0.00% | 85.86% | 6.54% | 7.59% | 0.00% | 14.86% | 63.51% | 21.62% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 12 | 614 | 3 | 0 | 6 | 274 | 103 | 0 | 206 | 17 | 10 | 0 | 9 | 33 | 11 | 0 | 1298 |
| **PEAK HR FACTOR :** | 0.60 | 0.872 | 0.375 | 0.000 | 0.500 | 0.770 | 0.757 | 0.000 | 0.972 | 0.708 | 0.625 | 0.000 | 0.450 | 0.589 | 0.458 | 0.000 | 0.834 |
| | | 0.859 | | | | 0.772 | | | | 0.955 | | | | 0.631 | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 3 | 82 | 1 | 0 | 4 | 126 | 41 | 0 | 24 | 8 | 2 | 0 | 4 | 5 | 5 | 0 | 305 |
| 4:15 PM | 6 | 83 | 1 | 0 | 3 | 150 | 45 | 0 | 21 | 3 | 7 | 0 | 0 | 2 | 5 | 0 | 326 |
| 4:30 PM | 10 | 71 | 0 | 0 | 1 | 153 | 33 | 0 | 14 | 3 | 6 | 0 | 0 | 3 | 2 | 0 | 296 |
| 4:45 PM | 5 | 82 | 2 | 0 | 7 | 135 | 48 | 0 | 20 | 5 | 6 | 0 | 2 | 3 | 0 | 0 | 315 |
| 5:00 PM | 5 | 105 | 0 | 0 | 3 | 146 | 46 | 0 | 25 | 3 | 3 | 0 | 1 | 1 | 4 | 0 | 342 |
| 5:15 PM | 10 | 104 | 1 | 0 | 3 | 171 | 43 | 0 | 25 | 3 | 8 | 0 | 3 | 2 | 0 | 0 | 373 |
| 5:30 PM | 6 | 94 | 1 | 0 | 3 | 168 | 47 | 0 | 28 | 3 | 7 | 0 | 1 | 2 | 3 | 0 | 363 |
| 5:45 PM | 10 | 95 | 2 | 0 | 3 | 150 | 59 | 0 | 25 | 2 | 6 | 0 | 4 | 2 | 4 | 0 | 362 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 55 | 716 | 8 | 0 | 27 | 1199 | 362 | 0 | 182 | 30 | 45 | 0 | 15 | 20 | 23 | 0 | 2682 |
| **APPROACH %'s :** | 7.06% | 91.91% | 1.03% | 0.00% | 1.70% | 75.50% | 22.80% | 0.00% | 70.82% | 11.67% | 17.51% | 0.00% | 25.86% | 34.48% | 39.66% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 31 | 398 | 4 | 0 | 12 | 635 | 195 | 0 | 103 | 11 | 24 | 0 | 9 | 7 | 11 | 0 | 1440 |
| **PEAK HR FACTOR :** | 0.78 | 0.948 | 0.500 | 0.000 | 1.000 | 0.928 | 0.826 | 0.000 | 0.920 | 0.917 | 0.750 | 0.000 | 0.563 | 0.875 | 0.688 | 0.000 | 0.965 |
| | | 0.941 | | | | 0.966 | | | | 0.908 | | | | 0.675 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & Hemet St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-035
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | Ramona Expy | | | | Ramona Expy | | | | Hemet St | | | | Hemet St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 7:15 AM | 0 | 3 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:45 AM | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 AM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 AM | 1 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 9 |
| 8:30 AM | 0 | 7 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:45 AM | 0 | 4 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 21 | 1 | 0 | 0 | 37 | 2 | 0 | 3 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 73 |
| **APPROACH %'s :** | 12.00% | 84.00% | 4.00% | 0.00% | 0.00% | 94.87% | 5.13% | 0.00% | 42.86% | 14.29% | 42.86% | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 6 | 1 | 0 | 0 | 26 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 39 |
| **PEAK HR FACTOR :** | 0.500 | 0.500 | 0.250 | 0.000 | 0.000 | 0.722 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.696 |
| | 0.750 | | | | 0.722 | | | | 0.375 | | | | 0.250 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:15 PM | 1 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 4:45 PM | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 21 | 0 | 0 | 0 | 15 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 45 |
| **APPROACH %'s :** | 4.55% | 95.45% | 0.00% | 0.00% | 0.00% | 78.95% | 21.05% | 0.00% | 0.00% | 33.33% | 66.67% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 8 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| **PEAK HR FACTOR :** | 0.00 | 0.667 | 0.000 | 0.000 | 0.000 | 0.875 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 |
| | 0.667 | | | | 0.875 | | | | | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & Hemet St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-035
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | Hemet St | | | | Hemet St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | Hemet St | | | | Hemet St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 0.00% | | | | | 100.00% | 0.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.25 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | 0.250 | | | | | | | | 0.250 | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & Hemet St
**City:** San Jacinto
**Project ID:** 19-06063-035
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Ramona Expy | | Ramona Expy | | Hemet St | | Hemet St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **07:00 AM - 08:00 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **APPROACH %'s :** | 50.00% | 50.00% | | | | | | | |
| **PEAK HR :** | **05:00 PM - 06:00 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | | 0.250 | | | | | | | 0.250 |
| | 0.250 | | | | | | | | |

Prepared by National Data & Surveying Services

# Ramona Expy & Hemet St

## Peak Hour Turning Movement Count

**ID:** 19-06063-035
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 05:00 PM - 06:00 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### Ramona Expy — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 103 | 300 | 6 | 0 | 838 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 195 | 642 | 12 | 0 | 520 | PM |

### Hemet St — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 150 | 0 | 233 | |
| 0 | 0 | 0 | 0 |
| 207 | 0 | 103 | 1 |
| 17 | 0 | 11 | 1 |
| 12 | 0 | 24 | 0 |

### Hemet St — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 11 | 0 | 11 | 0 |
| 7 | 0 | 33 | 1 |
| 9 | 0 | 10 | 1 |
| 0 | 0 | 0 | 0 |
| 27 | 0 | 27 | |

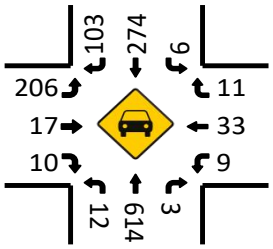
**CONTROL:** Signalized

| | | | |
|---|---|---|---|
| TEV | 1337 AM | 0 NOON | 1455 PM |
| PHF | 0.83 | | 0.97 |

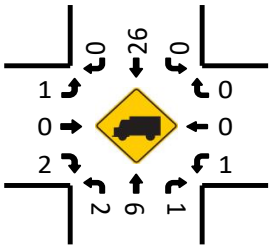
### Ramona Expy — NORTHBOUND

| | | | | | |
|---|---|---|---|---|---|
| PM | 675 | 0 | 31 | 406 | 4 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 322 | 0 | 14 | 620 | 4 | AM |

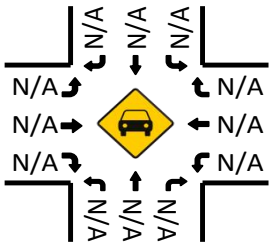
Cars (AM)



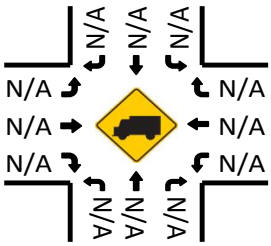

HT (AM)



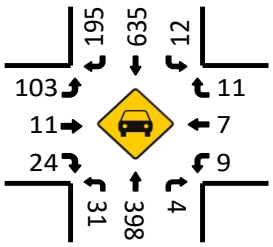

Cars (NOON)



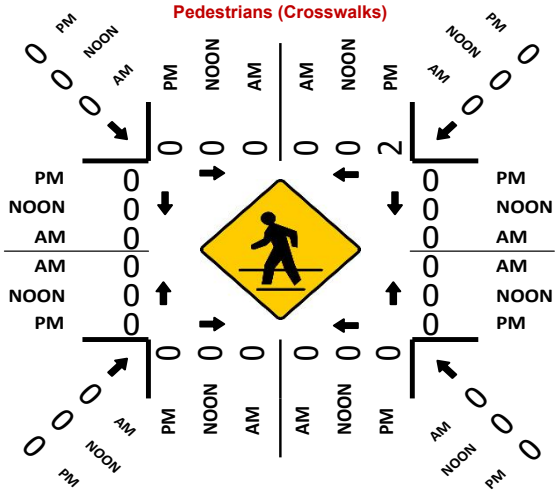

HT (NOON)



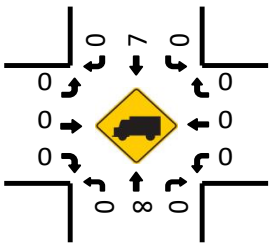

Cars (PM)




Pedestrians (Crosswalks)



HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-001
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | Warren Rd | | | | Warren Rd | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 85 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 27 | 0 | 43 | 174 | 0 | 0 | 553 |
| 7:15 AM | 82 | 1 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 36 | 0 | 60 | 218 | 1 | 0 | 656 |
| 7:30 AM | 74 | 1 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 28 | 0 | 53 | 181 | 1 | 0 | 539 |
| 7:45 AM | 44 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 37 | 0 | 41 | 120 | 0 | 0 | 457 |
| 8:00 AM | 54 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 29 | 0 | 41 | 90 | 0 | 0 | 417 |
| 8:15 AM | 43 | 1 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 19 | 0 | 64 | 132 | 0 | 0 | 446 |
| 8:30 AM | 33 | 0 | 58 | 0 | 1 | 1 | 0 | 0 | 0 | 113 | 28 | 0 | 47 | 101 | 0 | 0 | 382 |
| 8:45 AM | 47 | 2 | 73 | 0 | 1 | 1 | 0 | 0 | 0 | 86 | 25 | 0 | 46 | 108 | 0 | 0 | 389 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 462 | 5 | 659 | 0 | 2 | 2 | 0 | 0 | 0 | 959 | 229 | 0 | 395 | 1124 | 2 | 0 | 3839 |
| **APPROACH %'s :** | 41.03% | 0.44% | 58.53% | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | 0.00% | 80.72% | 19.28% | 0.00% | 25.97% | 73.90% | 0.13% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 285 | 2 | 362 | 0 | 0 | 0 | 0 | 0 | 0 | 536 | 128 | 0 | 197 | 693 | 2 | 0 | 2205 |
| **PEAK HR FACTOR :** | 0.838 | 0.500 | 0.854 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.882 | 0.865 | 0.000 | 0.821 | 0.795 | 0.500 | 0.000 | 0.840 |
| | 0.858 | | | | 0.883 | | | | | | | | 0.799 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 46 | 1 | 86 | 0 | 1 | 0 | 1 | 0 | 0 | 195 | 60 | 0 | 71 | 149 | 1 | 0 | 611 |
| 4:15 PM | 45 | 0 | 67 | 0 | 1 | 0 | 0 | 0 | 0 | 172 | 54 | 0 | 69 | 152 | 0 | 0 | 560 |
| 4:30 PM | 32 | 0 | 71 | 0 | 1 | 0 | 0 | 0 | 1 | 171 | 59 | 0 | 78 | 168 | 0 | 0 | 581 |
| 4:45 PM | 34 | 0 | 64 | 0 | 2 | 0 | 0 | 0 | 0 | 208 | 81 | 0 | 92 | 160 | 0 | 0 | 641 |
| 5:00 PM | 30 | 0 | 62 | 0 | 1 | 0 | 1 | 0 | 0 | 186 | 75 | 0 | 59 | 173 | 1 | 0 | 588 |
| 5:15 PM | 41 | 0 | 68 | 0 | 0 | 1 | 1 | 0 | 0 | 203 | 61 | 0 | 81 | 166 | 2 | 0 | 624 |
| 5:30 PM | 36 | 0 | 62 | 0 | 0 | 1 | 0 | 0 | 0 | 138 | 69 | 0 | 77 | 155 | 0 | 0 | 538 |
| 5:45 PM | 27 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 71 | 0 | 81 | 150 | 0 | 0 | 540 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 291 | 1 | 539 | 0 | 6 | 2 | 3 | 0 | 1 | 1425 | 530 | 0 | 608 | 1273 | 4 | 0 | 4683 |
| **APPROACH %'s :** | 35.02% | 0.12% | 64.86% | 0.00% | 54.55% | 18.18% | 27.27% | 0.00% | 0.05% | 72.85% | 27.10% | 0.00% | 32.25% | 67.53% | 0.21% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 137 | 0 | 265 | 0 | 4 | 1 | 2 | 0 | 1 | 768 | 276 | 0 | 310 | 667 | 3 | 0 | 2434 |
| **PEAK HR FACTOR :** | 0.835 | 0.000 | 0.933 | 0.000 | 0.500 | 0.250 | 0.500 | 0.000 | 0.250 | 0.923 | 0.852 | 0.000 | 0.842 | 0.964 | 0.375 | 0.000 | 0.949 |
| | 0.922 | | | | 0.875 | | | | 0.904 | | | | 0.972 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-001
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | Warren Rd | | | | Warren Rd | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 85 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 24 | 0 | 41 | 168 | 0 | 0 | 527 |
| 7:15 AM | 79 | 1 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 36 | 0 | 56 | 209 | 1 | 0 | 629 |
| 7:30 AM | 69 | 1 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 26 | 0 | 49 | 172 | 1 | 0 | 513 |
| 7:45 AM | 40 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 35 | 0 | 40 | 111 | 0 | 0 | 431 |
| 8:00 AM | 53 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 27 | 0 | 39 | 86 | 0 | 0 | 395 |
| 8:15 AM | 41 | 1 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 18 | 0 | 62 | 126 | 0 | 0 | 431 |
| 8:30 AM | 29 | 0 | 57 | 0 | 1 | 0 | 0 | 0 | 0 | 101 | 26 | 0 | 43 | 94 | 0 | 0 | 351 |
| 8:45 AM | 44 | 2 | 66 | 0 | 1 | 0 | 0 | 0 | 0 | 78 | 21 | 0 | 45 | 100 | 0 | 0 | 357 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 440 | 5 | 633 | 0 | 2 | 0 | 0 | 0 | 0 | 898 | 213 | 0 | 375 | 1066 | 2 | 0 | 3634 |
| **APPROACH %'s :** | 40.82% | 0.46% | 58.72% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 80.83% | 19.17% | 0.00% | 25.99% | 73.87% | 0.14% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 273 | 2 | 347 | 0 | 0 | 0 | 0 | 0 | 0 | 509 | 121 | 0 | 186 | 660 | 2 | 0 | 2100 |
| **PEAK HR FACTOR :** | 0.80 | 0.500 | 0.850 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.878 | 0.840 | 0.000 | 0.830 | 0.789 | 0.500 | 0.000 | 0.835 |
| | 0.854 | | | | 0.000 | | | | 0.870 | | | | 0.797 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 45 | 0 | 83 | 0 | 1 | 0 | 1 | 0 | 0 | 193 | 58 | 0 | 69 | 139 | 1 | 0 | 590 |
| 4:15 PM | 43 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 53 | 0 | 64 | 145 | 0 | 0 | 540 |
| 4:30 PM | 30 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 1 | 166 | 59 | 0 | 75 | 154 | 0 | 0 | 556 |
| 4:45 PM | 33 | 0 | 63 | 0 | 2 | 0 | 0 | 0 | 0 | 207 | 81 | 0 | 89 | 153 | 0 | 0 | 628 |
| 5:00 PM | 29 | 0 | 61 | 0 | 1 | 0 | 1 | 0 | 0 | 184 | 74 | 0 | 59 | 167 | 0 | 0 | 576 |
| 5:15 PM | 40 | 0 | 68 | 0 | 0 | 1 | 1 | 0 | 0 | 199 | 61 | 0 | 79 | 158 | 1 | 0 | 608 |
| 5:30 PM | 35 | 0 | 61 | 0 | 0 | 1 | 0 | 0 | 0 | 136 | 69 | 0 | 76 | 149 | 0 | 0 | 527 |
| 5:45 PM | 27 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 69 | 0 | 79 | 143 | 0 | 0 | 521 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 282 | 0 | 528 | 0 | 4 | 2 | 3 | 0 | 1 | 1402 | 524 | 0 | 590 | 1208 | 2 | 0 | 4546 |
| **APPROACH %'s :** | 34.81% | 0.00% | 65.19% | 0.00% | 44.44% | 22.22% | 33.33% | 0.00% | 0.05% | 72.76% | 27.19% | 0.00% | 32.78% | 67.11% | 0.11% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 132 | 0 | 263 | 0 | 3 | 1 | 2 | 0 | 1 | 756 | 275 | 0 | 302 | 632 | 1 | 0 | 2368 |
| **PEAK HR FACTOR :** | 0.83 | 0.000 | 0.926 | 0.000 | 0.375 | 0.250 | 0.500 | 0.000 | 0.250 | 0.913 | 0.849 | 0.000 | 0.848 | 0.946 | 0.250 | 0.000 | 0.943 |
| | 0.914 | | | | 0.750 | | | | 0.896 | | | | 0.966 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-001
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | Warren Rd | | | | Warren Rd | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 2 | 6 | 0 | 0 | 26 |
| 7:15 AM | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 4 | 9 | 0 | 0 | 27 |
| 7:30 AM | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 4 | 9 | 0 | 0 | 26 |
| 7:45 AM | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 1 | 9 | 0 | 0 | 26 |
| 8:00 AM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 2 | 4 | 0 | 0 | 22 |
| 8:15 AM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 | 6 | 0 | 0 | 15 |
| 8:30 AM | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 12 | 2 | 0 | 4 | 7 | 0 | 0 | 31 |
| 8:45 AM | 3 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 4 | 0 | 1 | 8 | 0 | 0 | 32 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 22 | 0 | 26 | 0 | 0 | 2 | 0 | 0 | 0 | 61 | 16 | 0 | 20 | 58 | 0 | 0 | 205 |
| **APPROACH %'s :** | 45.83% | 0.00% | 54.17% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 79.22% | 20.78% | 0.00% | 25.64% | 74.36% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 12 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 7 | 0 | 11 | 33 | 0 | 0 | 105 |
| **PEAK HR FACTOR :** | 0.600 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.675 | 0.583 | 0.000 | 0.688 | 0.917 | 0.000 | 0.000 | 0.972 |
| | 0.844 | | | | 0.000 | | | | 0.654 | | | | 0.846 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 10 | 0 | 0 | 21 |
| 4:15 PM | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 7 | 0 | 0 | 20 |
| 4:30 PM | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 3 | 14 | 0 | 0 | 25 |
| 4:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 7 | 0 | 0 | 13 |
| 5:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 6 | 1 | 0 | 12 |
| 5:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 8 | 1 | 0 | 16 |
| 5:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 11 |
| 5:45 PM | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 2 | 7 | 0 | 0 | 19 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 9 | 1 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 23 | 6 | 0 | 18 | 65 | 2 | 0 | 137 |
| **APPROACH %'s :** | 42.86% | 4.76% | 52.38% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 79.31% | 20.69% | 0.00% | 21.18% | 76.47% | 2.35% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 5 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 8 | 35 | 2 | 0 | 66 |
| **PEAK HR FACTOR :** | 0.63 | 0.000 | 0.500 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 0.250 | 0.000 | 0.667 | 0.625 | 0.500 | 0.000 | 0.660 |
| | 0.875 | | | | 0.250 | | | | 0.650 | | | | 0.662 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-001
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | Warren Rd | | | | Warren Rd | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Ramona Expy
**City:** San Jacinto
**Project ID:** 19-06063-001
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| **NS/EW Streets:** | Warren Rd | | Warren Rd | | Ramona Expy | | Ramona Expy | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# Warren Rd & Ramona Expy

## Peak Hour Turning Movement Count

**ID:** 19-06063-001
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

AM: 07:00 AM - 08:00 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### Warren Rd — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 4 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 2 | 1 | 4 | 0 | 4 | PM |

### Ramona Expy — EASTBOUND

| AM | NOON | PM | | |
|---|---|---|---|---|
| 978 | 0 | 806 | | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 1 | 1 | |
| 536 | 0 | 768 | 2 | |
| 128 | 0 | 276 | 1 | |
| AM | NOON | PM | | |

### Ramona Expy — WESTBOUND

| PM | NOON | AM | | |
|---|---|---|---|---|
| 3 | 0 | 2 | 0 | |
| 667 | 0 | 693 | 2 | |
| 310 | 0 | 197 | 1 | |
| 0 | 0 | 0 | 0 | |
| 1037 | 0 | 898 | | |
| PM | NOON | AM | | |

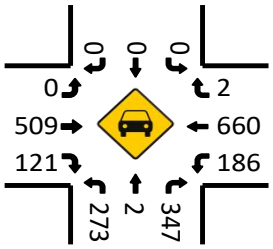
### Warren Rd — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 587 | 0 | 137 | 0 | 265 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 325 | 0 | 285 | 2 | 362 | AM |

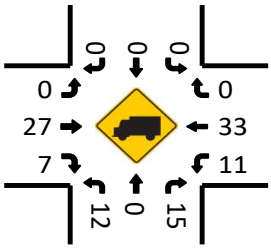
| | | | | |
|---|---|---|---|---|
| 0 | 1 | 0 | 0 | |
| 0 | 1 | 1 | 0 | |

| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 2205 AM | 0 NOON | 2434 PM |
| PHF | 0.84 | | 0.95 |

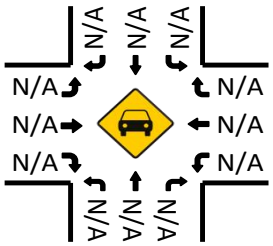
### Cars (AM)



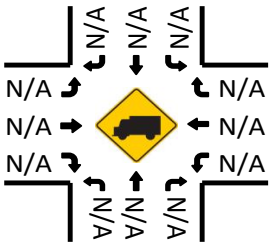

### HT (AM)



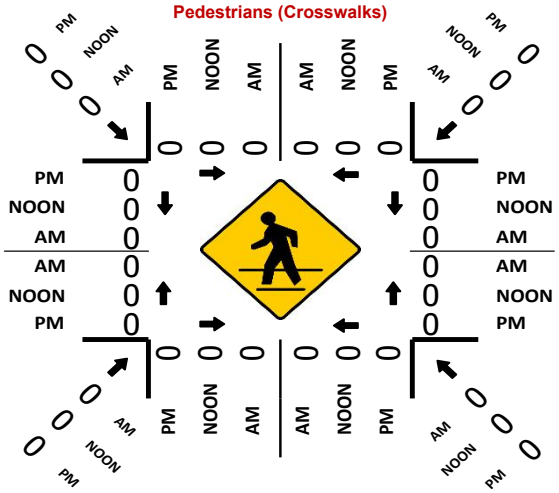

### Cars (NOON)



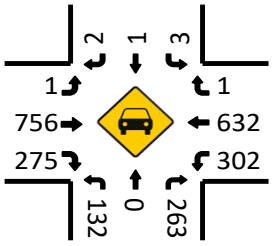

### HT (NOON)



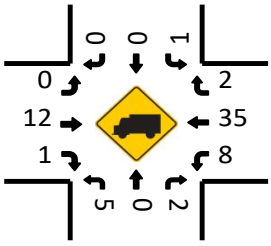

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Cottonwood Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-002
**Date:** 5/7/2019

**Total**

| NS/EW Streets: | Warren Rd | | | | Warren Rd | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 2 | 118 | 26 | 0 | 6 | 60 | 1 | 0 | 0 | 14 | 5 | 0 | 17 | 2 | 44 | 0 | 295 |
| 7:15 AM | 3 | 119 | 24 | 0 | 9 | 60 | 1 | 0 | 2 | 4 | 12 | 0 | 39 | 5 | 31 | 0 | 309 |
| 7:30 AM | 2 | 126 | 26 | 0 | 9 | 74 | 0 | 0 | 2 | 6 | 5 | 0 | 28 | 4 | 16 | 0 | 298 |
| 7:45 AM | 4 | 88 | 22 | 1 | 9 | 55 | 0 | 0 | 2 | 6 | 1 | 0 | 26 | 4 | 22 | 0 | 240 |
| 8:00 AM | 3 | 85 | 15 | 0 | 15 | 65 | 1 | 0 | 1 | 5 | 5 | 0 | 25 | 4 | 16 | 0 | 240 |
| 8:15 AM | 3 | 94 | 9 | 0 | 20 | 69 | 1 | 0 | 0 | 4 | 6 | 0 | 13 | 6 | 23 | 0 | 248 |
| 8:30 AM | 3 | 65 | 15 | 0 | 11 | 55 | 0 | 0 | 2 | 13 | 3 | 0 | 25 | 6 | 20 | 0 | 218 |
| 8:45 AM | 3 | 77 | 10 | 0 | 8 | 52 | 1 | 0 | 1 | 3 | 2 | 0 | 17 | 8 | 13 | 0 | 195 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 23 | 772 | 147 | 1 | 87 | 490 | 5 | 0 | 10 | 55 | 39 | 0 | 190 | 39 | 185 | 0 | 2043 |
| **APPROACH %'s :** | 2.44% | 81.87% | 15.59% | 0.11% | 14.95% | 84.19% | 0.86% | 0.00% | 9.62% | 52.88% | 37.50% | 0.00% | 45.89% | 9.42% | 44.69% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 11 | 451 | 98 | 1 | 33 | 249 | 2 | 0 | 6 | 30 | 23 | 0 | 110 | 15 | 113 | 0 | 1142 |
| **PEAK HR FACTOR :** | 0.688 | 0.895 | 0.942 | 0.250 | 0.917 | 0.841 | 0.500 | 0.000 | 0.750 | 0.536 | 0.479 | 0.000 | 0.705 | 0.750 | 0.642 | 0.000 | 0.924 |
| | | 0.911 | | | | 0.855 | | | | 0.776 | | | | 0.793 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 72 | 35 | 0 | 30 | 114 | 3 | 0 | 0 | 3 | 1 | 0 | 21 | 7 | 17 | 0 | 308 |
| 4:15 PM | 8 | 68 | 31 | 0 | 39 | 115 | 6 | 0 | 2 | 2 | 8 | 0 | 9 | 13 | 16 | 0 | 317 |
| 4:30 PM | 1 | 82 | 23 | 0 | 23 | 104 | 3 | 0 | 1 | 4 | 3 | 0 | 17 | 6 | 18 | 0 | 285 |
| 4:45 PM | 6 | 84 | 36 | 0 | 34 | 114 | 1 | 0 | 1 | 10 | 2 | 0 | 23 | 3 | 11 | 0 | 325 |
| 5:00 PM | 5 | 87 | 27 | 0 | 29 | 131 | 5 | 0 | 0 | 7 | 6 | 0 | 9 | 8 | 14 | 0 | 328 |
| 5:15 PM | 6 | 75 | 28 | 0 | 30 | 108 | 0 | 0 | 1 | 3 | 5 | 0 | 13 | 3 | 16 | 0 | 288 |
| 5:30 PM | 3 | 78 | 29 | 0 | 19 | 113 | 0 | 0 | 0 | 6 | 4 | 0 | 13 | 7 | 11 | 0 | 283 |
| 5:45 PM | 3 | 63 | 33 | 0 | 17 | 80 | 2 | 0 | 1 | 5 | 4 | 0 | 13 | 4 | 13 | 0 | 238 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 37 | 609 | 242 | 0 | 221 | 879 | 20 | 0 | 6 | 40 | 33 | 0 | 118 | 51 | 116 | 0 | 2372 |
| **APPROACH %'s :** | 4.17% | 68.58% | 27.25% | 0.00% | 19.73% | 78.48% | 1.79% | 0.00% | 7.59% | 50.63% | 41.77% | 0.00% | 41.40% | 17.89% | 40.70% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 20 | 321 | 117 | 0 | 125 | 464 | 15 | 0 | 4 | 23 | 19 | 0 | 58 | 30 | 59 | 0 | 1255 |
| **PEAK HR FACTOR :** | 0.625 | 0.922 | 0.813 | 0.000 | 0.801 | 0.885 | 0.625 | 0.000 | 0.500 | 0.575 | 0.594 | 0.000 | 0.630 | 0.577 | 0.819 | 0.000 | 0.957 |
| | | 0.909 | | | | 0.915 | | | | 0.885 | | | | 0.896 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Cottonwood Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-002
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | Warren Rd | | | | Warren Rd | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 2 | 116 | 24 | 0 | 6 | 59 | 1 | 0 | 0 | 13 | 5 | 0 | 17 | 1 | 44 | 0 | 288 |
| 7:15 AM | 3 | 119 | 23 | 0 | 9 | 58 | 1 | 0 | 2 | 4 | 12 | 0 | 37 | 5 | 30 | 0 | 303 |
| 7:30 AM | 1 | 121 | 26 | 0 | 9 | 72 | 0 | 0 | 2 | 6 | 5 | 0 | 28 | 4 | 16 | 0 | 290 |
| 7:45 AM | 4 | 87 | 21 | 1 | 9 | 49 | 0 | 0 | 2 | 5 | 1 | 0 | 25 | 2 | 21 | 0 | 227 |
| 8:00 AM | 3 | 81 | 15 | 0 | 13 | 61 | 1 | 0 | 1 | 5 | 5 | 0 | 25 | 4 | 16 | 0 | 230 |
| 8:15 AM | 3 | 90 | 8 | 0 | 19 | 64 | 1 | 0 | 0 | 4 | 6 | 0 | 13 | 6 | 22 | 0 | 236 |
| 8:30 AM | 3 | 64 | 15 | 0 | 10 | 53 | 0 | 0 | 2 | 13 | 3 | 0 | 22 | 6 | 19 | 0 | 210 |
| 8:45 AM | 3 | 76 | 10 | 0 | 8 | 52 | 1 | 0 | 1 | 3 | 2 | 0 | 17 | 8 | 13 | 0 | 194 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 22 | 754 | 142 | 1 | 83 | 468 | 5 | 0 | 10 | 53 | 39 | 0 | 184 | 36 | 181 | 0 | 1978 |
| **APPROACH %'s :** | 2.39% | 82.05% | 15.45% | 0.11% | 14.93% | 84.17% | 0.90% | 0.00% | 9.80% | 51.96% | 38.24% | 0.00% | 45.89% | 8.98% | 45.14% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 10 | 443 | 94 | 1 | 33 | 238 | 2 | 0 | 6 | 28 | 23 | 0 | 107 | 12 | 111 | 0 | 1108 |
| **PEAK HR FACTOR :** | 0.63 | 0.915 | 0.904 | 0.250 | 0.917 | 0.826 | 0.500 | 0.000 | 0.750 | 0.538 | 0.479 | 0.000 | 0.723 | 0.600 | 0.631 | 0.000 | 0.914 |
| | 0.926 | | | | 0.843 | | | | 0.792 | | | | 0.799 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 67 | 33 | 0 | 29 | 107 | 3 | 0 | 0 | 3 | 1 | 0 | 21 | 7 | 17 | 0 | 293 |
| 4:15 PM | 8 | 64 | 30 | 0 | 39 | 114 | 5 | 0 | 2 | 1 | 8 | 0 | 9 | 12 | 16 | 0 | 308 |
| 4:30 PM | 1 | 81 | 23 | 0 | 23 | 103 | 3 | 0 | 1 | 3 | 3 | 0 | 17 | 5 | 15 | 0 | 278 |
| 4:45 PM | 6 | 81 | 36 | 0 | 34 | 114 | 1 | 0 | 1 | 10 | 2 | 0 | 22 | 3 | 11 | 0 | 321 |
| 5:00 PM | 5 | 86 | 27 | 0 | 29 | 128 | 5 | 0 | 0 | 7 | 6 | 0 | 9 | 8 | 13 | 0 | 323 |
| 5:15 PM | 6 | 72 | 28 | 0 | 30 | 104 | 0 | 0 | 1 | 3 | 5 | 0 | 13 | 3 | 15 | 0 | 280 |
| 5:30 PM | 3 | 77 | 29 | 0 | 19 | 111 | 0 | 0 | 0 | 6 | 4 | 0 | 13 | 7 | 11 | 0 | 280 |
| 5:45 PM | 3 | 61 | 33 | 0 | 17 | 78 | 2 | 0 | 1 | 5 | 4 | 0 | 13 | 4 | 13 | 0 | 234 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 37 | 589 | 239 | 0 | 220 | 859 | 19 | 0 | 6 | 38 | 33 | 0 | 117 | 49 | 111 | 0 | 2317 |
| **APPROACH %'s :** | 4.28% | 68.09% | 27.63% | 0.00% | 20.04% | 78.23% | 1.73% | 0.00% | 7.79% | 49.35% | 42.86% | 0.00% | 42.24% | 17.69% | 40.07% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 20 | 312 | 116 | 0 | 125 | 459 | 14 | 0 | 4 | 21 | 19 | 0 | 57 | 28 | 55 | 0 | 1230 |
| **PEAK HR FACTOR :** | 0.63 | 0.907 | 0.806 | 0.000 | 0.801 | 0.896 | 0.700 | 0.000 | 0.500 | 0.525 | 0.594 | 0.000 | 0.648 | 0.583 | 0.859 | 0.000 | 0.952 |
| | 0.911 | | | | 0.923 | | | | 0.846 | | | | 0.946 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Cottonwood Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-002
**Date:** 5/7/2019

**HT**

| **NS/EW Streets:** | Warren Rd | | | | Warren Rd | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 7:15 AM | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 6 |
| 7:30 AM | 1 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:45 AM | 0 | 1 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 13 |
| 8:00 AM | 0 | 4 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:15 AM | 0 | 4 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 |
| 8:30 AM | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 8 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 18 | 5 | 0 | 4 | 22 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 3 | 4 | 0 | 65 |
| **APPROACH %'s :** | 4.17% | 75.00% | 20.83% | 0.00% | 15.38% | 84.62% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 46.15% | 23.08% | 30.77% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 8 | 4 | 0 | 0 | 11 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 3 | 2 | 0 | 34 |
| **PEAK HR FACTOR :** | 0.250 | 0.400 | 0.500 | 0.000 | 0.000 | 0.458 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.375 | 0.375 | 0.500 | 0.000 | 0.654 |
| | 0.542 | | | | 0.458 | | | | 0.500 | | | | 0.500 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 5 | 2 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 4:15 PM | 0 | 4 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 7 |
| 4:45 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 5:15 PM | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 20 | 3 | 0 | 1 | 20 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 5 | 0 | 55 |
| **APPROACH %'s :** | 0.00% | 86.96% | 13.04% | 0.00% | 4.55% | 90.91% | 4.55% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 12.50% | 25.00% | 62.50% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 9 | 1 | 0 | 0 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 4 | 0 | 25 |
| **PEAK HR FACTOR :** | 0.00 | 0.563 | 0.250 | 0.000 | 0.000 | 0.417 | 0.250 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.250 | 0.500 | 0.333 | 0.000 | 0.694 |
| | 0.500 | | | | 0.500 | | | | 0.500 | | | | 0.438 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Cottonwood Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-002
**Date:** 5/7/2019

**Bikes**

| **NS/EW Streets:** | Warren Rd | | | | Warren Rd | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | | | | | | | | | 0.00% | 0.00% | 100.00% | 0.00% | | | | | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | | 0.250 | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Cottonwood Ave
**City:** San Jacinto
**Project ID:** 19-06063-002
**Date:** 5/7/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Warren Rd | | Warren Rd | | Cottonwood Ave | | Cottonwood Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **07:00 AM - 08:00 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 100.00% | 0.00% | | | | | | | |
| **PEAK HR :** | **04:15 PM - 05:15 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.250 | | | | | | | | 0.250 |
| | 0.250 | | | | | | | | |

Prepared by National Data & Surveying Services

# Warren Rd & Cottonwood Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-002
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:15 PM - 05:15 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### Warren Rd — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 2 | 249 | 33 | 0 | 570 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 15 | 464 | 125 | 0 | 384 | PM |

### EASTBOUND — Cottonwood Ave

| AM | NOON | PM | | |
|---|---|---|---|---|
| 28 | 0 | 65 | | |
| 0 | 0 | 0 | 0 | |
| 6 | 0 | 4 | 1 | |
| 30 | 0 | 23 | 1 | |
| 23 | 0 | 19 | 1 | |
| AM | NOON | PM | | |

### WESTBOUND — Cottonwood Ave

| PM | NOON | AM | | |
|---|---|---|---|---|
| 59 | 0 | 113 | 1 | |
| 30 | 0 | 15 | 1 | |
| 58 | 0 | 110 | 1 | |
| 0 | 0 | 0 | 0 | |
| 265 | 0 | 161 | | |
| PM | NOON | AM | | |

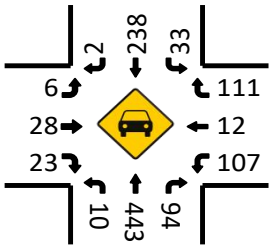
**CONTROL:** Signalized

| | | | |
|---|---|---|---|
| TEV | 1142 AM | 0 NOON | 1255 PM |
| PHF | 0.92 | | 0.96 |

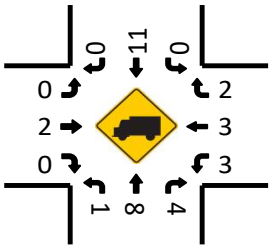
### Warren Rd — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 541 | 0 | 20 | 321 | 117 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 383 | 1 | 11 | 451 | 98 | AM |

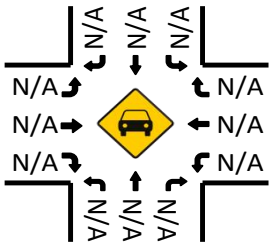
Cars (AM)



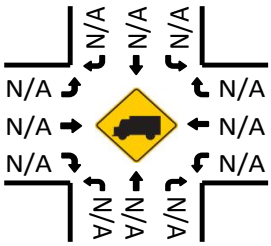

HT (AM)



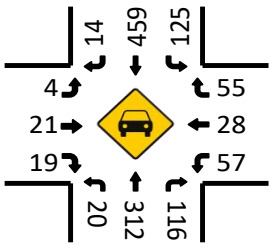

Cars (NOON)



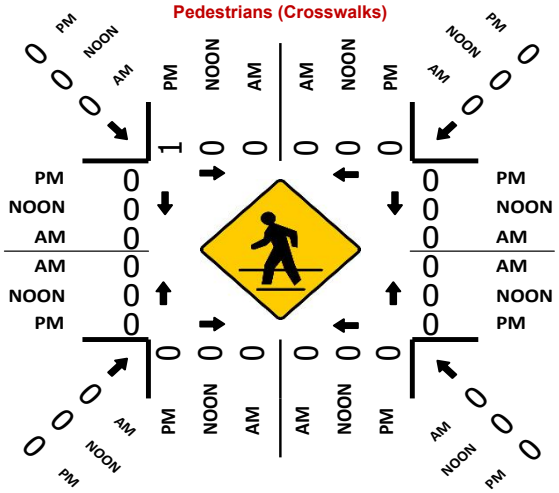

HT (NOON)



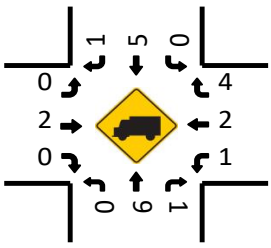

Cars (PM)




Pedestrians (Crosswalks)




HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Esplanade Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-003
**Date:** 5/7/2019

**Total**

| NS/EW Streets: | Warren Rd | | | | Warren Rd | | | | Esplanade Ave | | | | Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 114 | 27 | 0 | 3 | 64 | 4 | 0 | 6 | 3 | 3 | 0 | 37 | 8 | 25 | 0 | 294 |
| 7:15 AM | 0 | 111 | 26 | 0 | 11 | 97 | 10 | 0 | 11 | 7 | 0 | 0 | 44 | 11 | 24 | 0 | 352 |
| 7:30 AM | 0 | 126 | 31 | 0 | 9 | 86 | 8 | 0 | 20 | 16 | 0 | 0 | 26 | 10 | 10 | 0 | 342 |
| 7:45 AM | 1 | 92 | 33 | 0 | 9 | 74 | 4 | 0 | 11 | 14 | 0 | 0 | 30 | 7 | 9 | 0 | 284 |
| 8:00 AM | 0 | 80 | 22 | 0 | 8 | 75 | 2 | 0 | 9 | 7 | 0 | 0 | 49 | 5 | 13 | 0 | 270 |
| 8:15 AM | 0 | 90 | 26 | 0 | 6 | 94 | 1 | 0 | 3 | 8 | 0 | 0 | 45 | 6 | 17 | 0 | 296 |
| 8:30 AM | 0 | 76 | 25 | 0 | 10 | 73 | 1 | 0 | 4 | 9 | 1 | 0 | 42 | 9 | 8 | 0 | 258 |
| 8:45 AM | 0 | 73 | 27 | 0 | 8 | 64 | 0 | 0 | 4 | 8 | 0 | 0 | 40 | 8 | 7 | 0 | 239 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 762 | 217 | 0 | 64 | 627 | 30 | 0 | 68 | 72 | 4 | 0 | 313 | 64 | 113 | 0 | 2335 |
| **APPROACH %'s :** | 0.10% | 77.76% | 22.14% | 0.00% | 8.88% | 86.96% | 4.16% | 0.00% | 47.22% | 50.00% | 2.78% | 0.00% | 63.88% | 13.06% | 23.06% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 443 | 117 | 0 | 32 | 321 | 26 | 0 | 48 | 40 | 3 | 0 | 137 | 36 | 68 | 0 | 1272 |
| **PEAK HR FACTOR :** | 0.250 | 0.879 | 0.886 | 0.000 | 0.727 | 0.827 | 0.650 | 0.000 | 0.600 | 0.625 | 0.250 | 0.000 | 0.778 | 0.818 | 0.680 | 0.000 | 0.903 |
| | | 0.893 | | | | 0.803 | | | | 0.632 | | | | 0.763 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 91 | 48 | 0 | 26 | 82 | 23 | 0 | 7 | 10 | 0 | 0 | 19 | 24 | 13 | 0 | 343 |
| 4:15 PM | 1 | 91 | 42 | 0 | 20 | 91 | 20 | 0 | 8 | 14 | 0 | 0 | 28 | 13 | 9 | 0 | 337 |
| 4:30 PM | 0 | 96 | 36 | 0 | 25 | 101 | 10 | 0 | 1 | 5 | 1 | 0 | 24 | 14 | 10 | 0 | 323 |
| 4:45 PM | 0 | 106 | 33 | 0 | 12 | 108 | 13 | 0 | 5 | 6 | 1 | 0 | 25 | 11 | 11 | 0 | 331 |
| 5:00 PM | 2 | 103 | 47 | 0 | 28 | 101 | 16 | 0 | 7 | 10 | 1 | 0 | 19 | 10 | 10 | 0 | 354 |
| 5:15 PM | 0 | 98 | 36 | 0 | 18 | 94 | 10 | 0 | 5 | 10 | 0 | 0 | 21 | 10 | 10 | 0 | 312 |
| 5:30 PM | 0 | 98 | 46 | 0 | 17 | 103 | 11 | 0 | 4 | 14 | 0 | 0 | 21 | 7 | 9 | 0 | 330 |
| 5:45 PM | 0 | 88 | 54 | 0 | 16 | 80 | 5 | 0 | 3 | 3 | 0 | 0 | 21 | 10 | 5 | 0 | 285 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 771 | 342 | 0 | 162 | 760 | 108 | 0 | 40 | 72 | 3 | 0 | 178 | 99 | 77 | 0 | 2615 |
| **APPROACH %'s :** | 0.27% | 69.09% | 30.65% | 0.00% | 15.73% | 73.79% | 10.49% | 0.00% | 34.78% | 62.61% | 2.61% | 0.00% | 50.28% | 27.97% | 21.75% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 396 | 158 | 0 | 85 | 401 | 59 | 0 | 21 | 35 | 3 | 0 | 96 | 48 | 40 | 0 | 1345 |
| **PEAK HR FACTOR :** | 0.375 | 0.934 | 0.840 | 0.000 | 0.759 | 0.928 | 0.738 | 0.000 | 0.656 | 0.625 | 0.750 | 0.000 | 0.857 | 0.857 | 0.909 | 0.000 | 0.950 |
| | | 0.916 | | | | 0.940 | | | | 0.670 | | | | 0.920 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Esplanade Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-003
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | Warren Rd | | | | Warren Rd | | | | Esplanade Ave | | | | Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 110 | 27 | 0 | 3 | 63 | 4 | 0 | 6 | 3 | 3 | 0 | 37 | 8 | 25 | 0 | 289 |
| 7:15 AM | 0 | 109 | 26 | 0 | 10 | 94 | 10 | 0 | 11 | 7 | 0 | 0 | 44 | 11 | 24 | 0 | 346 |
| 7:30 AM | 0 | 121 | 31 | 0 | 9 | 84 | 8 | 0 | 20 | 16 | 0 | 0 | 25 | 10 | 10 | 0 | 334 |
| 7:45 AM | 0 | 91 | 33 | 0 | 9 | 70 | 4 | 0 | 11 | 13 | 0 | 0 | 30 | 7 | 9 | 0 | 277 |
| 8:00 AM | 0 | 78 | 22 | 0 | 8 | 70 | 2 | 0 | 9 | 7 | 0 | 0 | 48 | 5 | 12 | 0 | 261 |
| 8:15 AM | 0 | 85 | 23 | 0 | 6 | 88 | 1 | 0 | 2 | 8 | 0 | 0 | 45 | 5 | 16 | 0 | 279 |
| 8:30 AM | 0 | 73 | 24 | 0 | 9 | 69 | 1 | 0 | 4 | 9 | 1 | 0 | 42 | 9 | 8 | 0 | 249 |
| 8:45 AM | 0 | 73 | 26 | 0 | 8 | 62 | 0 | 0 | 4 | 8 | 0 | 0 | 38 | 8 | 7 | 0 | 234 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 740 | 212 | 0 | 62 | 600 | 30 | 0 | 67 | 71 | 4 | 0 | 309 | 63 | 111 | 0 | 2269 |
| **APPROACH %'s :** | 0.00% | 77.73% | 22.27% | 0.00% | 8.96% | 86.71% | 4.34% | 0.00% | 47.18% | 50.00% | 2.82% | 0.00% | 63.98% | 13.04% | 22.98% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 431 | 117 | 0 | 31 | 311 | 26 | 0 | 48 | 39 | 3 | 0 | 136 | 36 | 68 | 0 | 1246 |
| **PEAK HR FACTOR :** | 0.00 | 0.890 | 0.886 | 0.000 | 0.775 | 0.827 | 0.650 | 0.000 | 0.600 | 0.609 | 0.250 | 0.000 | 0.773 | 0.818 | 0.680 | 0.000 | 0.900 |
| | | 0.901 | | | | 0.807 | | | | 0.625 | | | | 0.759 | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 83 | 47 | 0 | 25 | 77 | 23 | 0 | 7 | 10 | 0 | 0 | 19 | 24 | 12 | 0 | 327 |
| 4:15 PM | 1 | 89 | 42 | 0 | 20 | 89 | 20 | 0 | 8 | 14 | 0 | 0 | 28 | 13 | 8 | 0 | 332 |
| 4:30 PM | 0 | 94 | 36 | 0 | 25 | 100 | 10 | 0 | 1 | 5 | 1 | 0 | 24 | 14 | 10 | 0 | 320 |
| 4:45 PM | 0 | 104 | 32 | 0 | 12 | 107 | 13 | 0 | 5 | 6 | 1 | 0 | 25 | 11 | 11 | 0 | 327 |
| 5:00 PM | 2 | 101 | 47 | 0 | 28 | 99 | 16 | 0 | 7 | 10 | 1 | 0 | 19 | 10 | 9 | 0 | 349 |
| 5:15 PM | 0 | 97 | 36 | 0 | 18 | 90 | 9 | 0 | 5 | 10 | 0 | 0 | 19 | 10 | 10 | 0 | 304 |
| 5:30 PM | 0 | 97 | 46 | 0 | 17 | 101 | 11 | 0 | 4 | 14 | 0 | 0 | 21 | 7 | 9 | 0 | 327 |
| 5:45 PM | 0 | 86 | 54 | 0 | 16 | 78 | 5 | 0 | 3 | 3 | 0 | 0 | 21 | 10 | 5 | 0 | 281 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 751 | 340 | 0 | 161 | 741 | 107 | 0 | 40 | 72 | 3 | 0 | 176 | 99 | 74 | 0 | 2567 |
| **APPROACH %'s :** | 0.27% | 68.65% | 31.08% | 0.00% | 15.96% | 73.44% | 10.60% | 0.00% | 34.78% | 62.61% | 2.61% | 0.00% | 50.43% | 28.37% | 21.20% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 388 | 157 | 0 | 85 | 395 | 59 | 0 | 21 | 35 | 3 | 0 | 96 | 48 | 38 | 0 | 1328 |
| **PEAK HR FACTOR :** | 0.38 | 0.933 | 0.835 | 0.000 | 0.759 | 0.923 | 0.738 | 0.000 | 0.656 | 0.625 | 0.750 | 0.000 | 0.857 | 0.857 | 0.864 | 0.000 | 0.951 |
| | | 0.913 | | | | 0.942 | | | | 0.670 | | | | 0.929 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Esplanade Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-003
**Date:** 5/7/2019

**HT**

| **NS/EW Streets:** | Warren Rd | | | | Warren Rd | | | | Esplanade Ave | | | | Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 AM | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 AM | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 7:45 AM | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:00 AM | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 9 |
| 8:15 AM | 0 | 5 | 3 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 17 |
| 8:30 AM | 0 | 3 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 AM | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 22 | 5 | 0 | 2 | 27 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 1 | 2 | 0 | 66 |
| **APPROACH %'s :** | 3.57% | 78.57% | 17.86% | 0.00% | 6.90% | 93.10% | 0.00% | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | 57.14% | 14.29% | 28.57% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 12 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 26 |
| **PEAK HR FACTOR :** | 0.250 | 0.600 | 0.000 | 0.000 | 0.250 | 0.625 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.813 |
| | 0.650 | | | | 0.688 | | | | 0.250 | | | | 0.250 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 8 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 16 |
| 4:15 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 PM | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 8 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 20 | 2 | 0 | 1 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 48 |
| **APPROACH %'s :** | 0.00% | 90.91% | 9.09% | 0.00% | 4.76% | 90.48% | 4.76% | 0.00% | | | | | 40.00% | 0.00% | 60.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 8 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 17 |
| **PEAK HR FACTOR :** | 0.00 | 1.000 | 0.250 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.850 |
| | 0.750 | | | | 0.750 | | | | | | | | 0.500 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Esplanade Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-003
**Date:** 5/7/2019

**Bikes**

| **NS/EW Streets:** | Warren Rd | | | | Warren Rd | | | | Esplanade Ave | | | | Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | 0.250 | | | | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Warren Rd & Esplanade Ave
**City:** San Jacinto
**Project ID:** 19-06063-003
**Date:** 5/7/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Warren Rd | | Warren Rd | | Esplanade Ave | | Esplanade Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 100.00% | 0.00% | | | | | | | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# Warren Rd & Esplanade Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-003
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:15 PM - 05:15 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### Warren Rd — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 26 | 321 | 32 | 0 | 559 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 59 | 401 | 85 | 0 | 457 | PM |

### Esplanade Ave — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 63 | 0 | 110 | |
| 0 | 0 | 0 | 0 |
| 48 | 0 | 21 | 0 |
| 40 | 0 | 35 | 1 |
| 3 | 0 | 3 | 0 |

### WESTBOUND — Esplanade Ave

| PM | NOON | AM | |
|---|---|---|---|
| 40 | 0 | 68 | 0 |
| 48 | 0 | 36 | 1 |
| 96 | 0 | 137 | 0 |
| 0 | 0 | 0 | 0 |
| 278 | 0 | 189 | |

### NORTHBOUND — Warren Rd

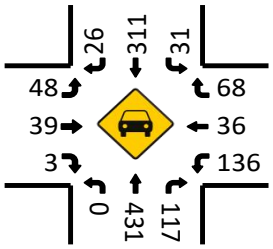
| | | | | | |
|---|---|---|---|---|---|
| PM | 500 | 0 | 3 | 396 | 158 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 461 | 0 | 1 | 443 | 117 | AM |

| | | | |
|---|---|---|---|
| | 0 | 1 | 0 | 0 |
| | 0 | 0 | 1 | 0 |

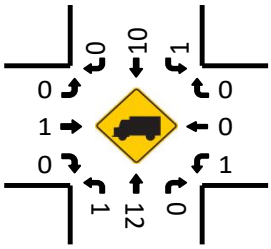
**CONTROL:** 4-Way Stop

| | | | |
|---|---|---|---|
| TEV | 1272 | 0 | 1345 |
| | AM | NOON | PM |
| PHF | 0.90 | | 0.95 |

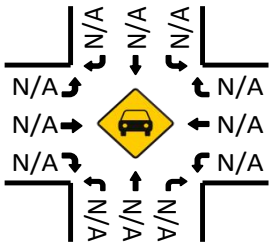
### Cars (AM)



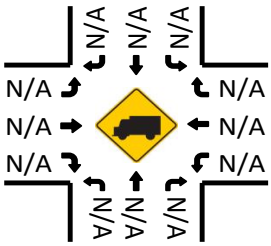

### HT (AM)



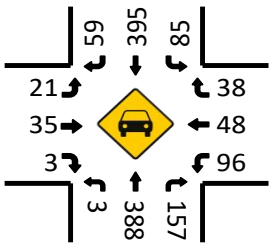

### Cars (NOON)



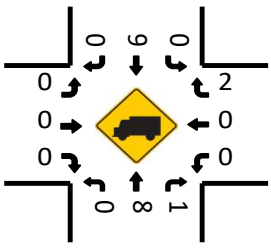

### HT (NOON)



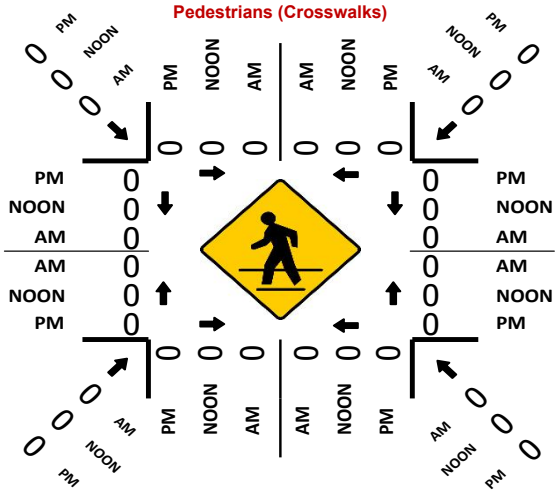

### Cars (PM)




### HT (PM)




### Pedestrians (Crosswalks)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-004
**Date:** 5/8/2019

## Total

| NS/EW Streets: | N Sanderson Ave | | | | N Sanderson Ave | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 30 | 289 | 26 | 0 | 147 | 134 | 82 | 0 | 106 | 70 | 16 | 0 | 10 | 109 | 155 | 0 | 1174 |
| 7:15 AM | 47 | 265 | 14 | 0 | 118 | 164 | 69 | 0 | 100 | 64 | 17 | 0 | 19 | 120 | 179 | 0 | 1176 |
| 7:30 AM | 38 | 229 | 16 | 0 | 156 | 157 | 60 | 0 | 100 | 93 | 14 | 0 | 16 | 132 | 155 | 0 | 1166 |
| 7:45 AM | 29 | 213 | 21 | 0 | 170 | 153 | 60 | 0 | 100 | 80 | 23 | 0 | 8 | 77 | 135 | 0 | 1069 |
| 8:00 AM | 26 | 180 | 12 | 0 | 119 | 131 | 66 | 0 | 100 | 83 | 16 | 0 | 15 | 85 | 127 | 0 | 960 |
| 8:15 AM | 24 | 183 | 11 | 0 | 85 | 123 | 73 | 0 | 91 | 72 | 15 | 0 | 10 | 81 | 147 | 0 | 915 |
| 8:30 AM | 30 | 164 | 2 | 0 | 128 | 114 | 54 | 0 | 69 | 47 | 14 | 0 | 12 | 76 | 136 | 0 | 846 |
| 8:45 AM | 26 | 170 | 13 | 0 | 128 | 109 | 48 | 0 | 69 | 56 | 10 | 0 | 12 | 62 | 114 | 0 | 817 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 250 | 1693 | 115 | 0 | 1051 | 1085 | 512 | 0 | 735 | 565 | 125 | 0 | 102 | 742 | 1148 | 0 | 8123 |
| **APPROACH %'s :** | 12.15% | 82.26% | 5.59% | 0.00% | 39.69% | 40.97% | 19.34% | 0.00% | 51.58% | 39.65% | 8.77% | 0.00% | 5.12% | 37.25% | 57.63% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 144 | 996 | 77 | 0 | 591 | 608 | 271 | 0 | 406 | 307 | 70 | 0 | 53 | 438 | 624 | 0 | 4585 |
| **PEAK HR FACTOR :** | 0.766 | 0.862 | 0.740 | 0.000 | 0.869 | 0.927 | 0.826 | 0.000 | 0.958 | 0.825 | 0.761 | 0.000 | 0.697 | 0.830 | 0.872 | 0.000 | 0.975 |
| | 0.882 | | | | 0.960 | | | | 0.946 | | | | 0.877 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 20 | 119 | 6 | 0 | 209 | 273 | 115 | 0 | 84 | 125 | 33 | 0 | 13 | 83 | 119 | 0 | 1199 |
| 4:15 PM | 29 | 162 | 8 | 0 | 151 | 273 | 129 | 0 | 84 | 121 | 41 | 0 | 9 | 79 | 123 | 0 | 1209 |
| 4:30 PM | 16 | 147 | 8 | 0 | 193 | 303 | 107 | 0 | 75 | 131 | 20 | 0 | 11 | 81 | 108 | 0 | 1200 |
| 4:45 PM | 23 | 141 | 6 | 0 | 224 | 292 | 135 | 0 | 76 | 163 | 54 | 0 | 11 | 82 | 106 | 0 | 1313 |
| 5:00 PM | 19 | 126 | 9 | 0 | 196 | 282 | 116 | 0 | 94 | 150 | 40 | 0 | 20 | 91 | 120 | 0 | 1263 |
| 5:15 PM | 29 | 168 | 19 | 0 | 183 | 330 | 123 | 0 | 73 | 114 | 33 | 0 | 6 | 97 | 132 | 0 | 1307 |
| 5:30 PM | 14 | 133 | 2 | 0 | 191 | 302 | 131 | 0 | 60 | 126 | 32 | 0 | 8 | 72 | 99 | 0 | 1170 |
| 5:45 PM | 34 | 104 | 11 | 0 | 189 | 300 | 97 | 0 | 77 | 92 | 22 | 0 | 8 | 77 | 108 | 0 | 1119 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 184 | 1100 | 69 | 0 | 1536 | 2355 | 953 | 0 | 623 | 1022 | 275 | 0 | 86 | 662 | 915 | 0 | 9780 |
| **APPROACH %'s :** | 13.60% | 81.30% | 5.10% | 0.00% | 31.71% | 48.62% | 19.67% | 0.00% | 32.45% | 53.23% | 14.32% | 0.00% | 5.17% | 39.81% | 55.02% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 87 | 582 | 42 | 0 | 796 | 1207 | 481 | 0 | 318 | 558 | 147 | 0 | 48 | 351 | 466 | 0 | 5083 |
| **PEAK HR FACTOR :** | 0.750 | 0.866 | 0.553 | 0.000 | 0.888 | 0.914 | 0.891 | 0.000 | 0.846 | 0.856 | 0.681 | 0.000 | 0.600 | 0.905 | 0.883 | 0.000 | 0.968 |
| | 0.823 | | | | 0.954 | | | | 0.873 | | | | 0.920 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-004
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N Sanderson Ave | | | | N Sanderson Ave | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 29 | 286 | 26 | 0 | 136 | 128 | 76 | 0 | 100 | 68 | 16 | 0 | 10 | 107 | 155 | 0 | 1137 |
| 7:15 AM | 46 | 257 | 14 | 0 | 113 | 160 | 67 | 0 | 92 | 62 | 16 | 0 | 19 | 117 | 177 | 0 | 1140 |
| 7:30 AM | 38 | 225 | 16 | 0 | 151 | 154 | 54 | 0 | 97 | 91 | 14 | 0 | 15 | 129 | 153 | 0 | 1137 |
| 7:45 AM | 27 | 209 | 21 | 0 | 159 | 147 | 49 | 0 | 93 | 79 | 23 | 0 | 8 | 76 | 132 | 0 | 1023 |
| 8:00 AM | 26 | 176 | 11 | 0 | 115 | 126 | 52 | 0 | 94 | 80 | 15 | 0 | 15 | 83 | 124 | 0 | 917 |
| 8:15 AM | 23 | 179 | 11 | 0 | 79 | 117 | 65 | 0 | 78 | 68 | 15 | 0 | 10 | 81 | 142 | 0 | 868 |
| 8:30 AM | 30 | 158 | 2 | 0 | 125 | 107 | 49 | 0 | 64 | 46 | 14 | 0 | 11 | 74 | 130 | 0 | 810 |
| 8:45 AM | 25 | 165 | 13 | 0 | 125 | 106 | 46 | 0 | 64 | 53 | 10 | 0 | 12 | 59 | 107 | 0 | 785 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 244 | 1655 | 114 | 0 | 1003 | 1045 | 458 | 0 | 682 | 547 | 123 | 0 | 100 | 726 | 1120 | 0 | 7817 |
| **APPROACH %'s :** | 12.12% | 82.22% | 5.66% | 0.00% | 40.02% | 41.70% | 18.28% | 0.00% | 50.44% | 40.46% | 9.10% | 0.00% | 5.14% | 37.31% | 57.55% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 140 | 977 | 77 | 0 | 559 | 589 | 246 | 0 | 382 | 300 | 69 | 0 | 52 | 429 | 617 | 0 | 4437 |
| **PEAK HR FACTOR :** | 0.76 | 0.854 | 0.740 | 0.000 | 0.879 | 0.920 | 0.809 | 0.000 | 0.955 | 0.824 | 0.750 | 0.000 | 0.684 | 0.831 | 0.871 | 0.000 | 0.973 |
| | 0.875 | | | | 0.971 | | | | 0.929 | | | | 0.877 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 19 | 115 | 5 | 0 | 203 | 269 | 108 | 0 | 80 | 121 | 33 | 0 | 13 | 82 | 113 | 0 | 1161 |
| 4:15 PM | 29 | 158 | 8 | 0 | 149 | 269 | 122 | 0 | 78 | 121 | 40 | 0 | 9 | 78 | 116 | 0 | 1177 |
| 4:30 PM | 15 | 143 | 8 | 0 | 189 | 303 | 102 | 0 | 74 | 130 | 19 | 0 | 11 | 80 | 105 | 0 | 1179 |
| 4:45 PM | 23 | 138 | 6 | 0 | 222 | 288 | 129 | 0 | 71 | 160 | 54 | 0 | 11 | 82 | 103 | 0 | 1287 |
| 5:00 PM | 19 | 126 | 9 | 0 | 192 | 280 | 111 | 0 | 91 | 145 | 39 | 0 | 20 | 90 | 114 | 0 | 1236 |
| 5:15 PM | 28 | 166 | 19 | 0 | 181 | 328 | 117 | 0 | 69 | 113 | 33 | 0 | 6 | 96 | 132 | 0 | 1288 |
| 5:30 PM | 14 | 130 | 2 | 0 | 186 | 299 | 126 | 0 | 57 | 125 | 32 | 0 | 8 | 70 | 97 | 0 | 1146 |
| 5:45 PM | 33 | 104 | 11 | 0 | 186 | 296 | 87 | 0 | 71 | 90 | 22 | 0 | 8 | 73 | 105 | 0 | 1086 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 180 | 1080 | 68 | 0 | 1508 | 2332 | 902 | 0 | 591 | 1005 | 272 | 0 | 86 | 651 | 885 | 0 | 9560 |
| **APPROACH %'s :** | 13.55% | 81.33% | 5.12% | 0.00% | 31.80% | 49.18% | 19.02% | 0.00% | 31.64% | 53.80% | 14.56% | 0.00% | 5.30% | 40.14% | 54.56% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 85 | 573 | 42 | 0 | 784 | 1199 | 459 | 0 | 305 | 548 | 145 | 0 | 48 | 348 | 454 | 0 | 4990 |
| **PEAK HR FACTOR :** | 0.76 | 0.863 | 0.553 | 0.000 | 0.883 | 0.914 | 0.890 | 0.000 | 0.838 | 0.856 | 0.671 | 0.000 | 0.600 | 0.906 | 0.860 | 0.000 | 0.969 |
| | 0.822 | | | | 0.955 | | | | 0.875 | | | | 0.908 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-004
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | N Sanderson Ave | | | | N Sanderson Ave | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 1 | 3 | 0 | 0 | 11 | 6 | 6 | 0 | 6 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 37 |
| 7:15 AM | 1 | 8 | 0 | 0 | 5 | 4 | 2 | 0 | 8 | 2 | 1 | 0 | 0 | 3 | 2 | 0 | 36 |
| 7:30 AM | 0 | 4 | 0 | 0 | 5 | 3 | 6 | 0 | 3 | 2 | 0 | 0 | 1 | 3 | 2 | 0 | 29 |
| 7:45 AM | 2 | 4 | 0 | 0 | 11 | 6 | 11 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 46 |
| 8:00 AM | 0 | 4 | 1 | 0 | 4 | 5 | 14 | 0 | 6 | 3 | 1 | 0 | 0 | 2 | 3 | 0 | 43 |
| 8:15 AM | 1 | 4 | 0 | 0 | 6 | 6 | 8 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 5 | 0 | 47 |
| 8:30 AM | 0 | 6 | 0 | 0 | 3 | 7 | 5 | 0 | 5 | 1 | 0 | 0 | 1 | 2 | 6 | 0 | 36 |
| 8:45 AM | 1 | 5 | 0 | 0 | 3 | 3 | 2 | 0 | 5 | 3 | 0 | 0 | 0 | 3 | 7 | 0 | 32 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 6 | 38 | 1 | 0 | 48 | 40 | 54 | 0 | 53 | 18 | 2 | 0 | 2 | 16 | 28 | 0 | 306 |
| **APPROACH %'s :** | 13.33% | 84.44% | 2.22% | 0.00% | 33.80% | 28.17% | 38.03% | 0.00% | 72.60% | 24.66% | 2.74% | 0.00% | 4.35% | 34.78% | 60.87% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 4 | 19 | 0 | 0 | 32 | 19 | 25 | 0 | 24 | 7 | 1 | 0 | 1 | 9 | 7 | 0 | 148 |
| **PEAK HR FACTOR :** | 0.500 | 0.594 | 0.000 | 0.000 | 0.727 | 0.792 | 0.568 | 0.000 | 0.750 | 0.875 | 0.250 | 0.000 | 0.250 | 0.750 | 0.583 | 0.000 | 0.804 |
| | 0.639 | | | | 0.679 | | | | 0.727 | | | | 0.708 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 1 | 4 | 1 | 0 | 6 | 4 | 7 | 0 | 4 | 4 | 0 | 0 | 0 | 1 | 6 | 0 | 38 |
| 4:15 PM | 0 | 4 | 0 | 0 | 2 | 4 | 7 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 7 | 0 | 32 |
| 4:30 PM | 1 | 4 | 0 | 0 | 4 | 0 | 5 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 3 | 0 | 21 |
| 4:45 PM | 0 | 3 | 0 | 0 | 2 | 4 | 6 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 26 |
| 5:00 PM | 0 | 0 | 0 | 0 | 4 | 2 | 5 | 0 | 3 | 5 | 1 | 0 | 0 | 1 | 6 | 0 | 27 |
| 5:15 PM | 1 | 2 | 0 | 0 | 2 | 2 | 6 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 19 |
| 5:30 PM | 0 | 3 | 0 | 0 | 5 | 3 | 5 | 0 | 3 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 24 |
| 5:45 PM | 1 | 0 | 0 | 0 | 3 | 4 | 10 | 0 | 6 | 2 | 0 | 0 | 0 | 4 | 3 | 0 | 33 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 4 | 20 | 1 | 0 | 28 | 23 | 51 | 0 | 32 | 17 | 3 | 0 | 0 | 11 | 30 | 0 | 220 |
| **APPROACH %'s :** | 16.00% | 80.00% | 4.00% | 0.00% | 27.45% | 22.55% | 50.00% | 0.00% | 61.54% | 32.69% | 5.77% | 0.00% | 0.00% | 26.83% | 73.17% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 9 | 0 | 0 | 12 | 8 | 22 | 0 | 13 | 10 | 2 | 0 | 0 | 3 | 12 | 0 | 93 |
| **PEAK HR FACTOR :** | 0.50 | 0.563 | 0.000 | 0.000 | 0.750 | 0.500 | 0.917 | 0.000 | 0.650 | 0.500 | 0.500 | 0.000 | 0.000 | 0.750 | 0.500 | 0.000 | 0.861 |
| | 0.550 | | | | 0.875 | | | | 0.694 | | | | 0.536 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-004
**Date:** 5/8/2019

## Bikes

| NS/EW Streets: | N Sanderson Ave | | | | N Sanderson Ave | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | 0.250 | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Ramona Expy **Project ID:** 19-06063-004
**City:** San Jacinto **Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | N Sanderson Ave | | N Sanderson Ave | | Ramona Expy | | Ramona Expy | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **07:00 AM - 08:00 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **04:30 PM - 05:30 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# N Sanderson Ave & Ramona Expy

## Peak Hour Turning Movement Count

**ID:** 19-06063-004
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:30 PM - 05:30 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### N Sanderson Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 271 | 608 | 591 | 0 | 2026 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 481 | 1207 | 796 | 0 | 1366 | PM |
| | 1 | 2 | 2 | 0 | | |

### EASTBOUND — Ramona Expy

| AM | NOON | PM | |
|---|---|---|---|
| 853 | 0 | 919 | |
| 0 | 0 | 0 | 0 |
| 406 | 0 | 318 | 2 |
| 307 | 0 | 558 | 2 |
| 70 | 0 | 147 | 1 |
| AM | NOON | PM | |

### WESTBOUND — Ramona Expy

| PM | NOON | AM | |
|---|---|---|---|
| 466 | 0 | 624 | 1 |
| 351 | 0 | 438 | 2 |
| 48 | 0 | 53 | 2 |
| 0 | 0 | 0 | 0 |
| 1396 | 0 | 975 | |
| PM | NOON | AM | |

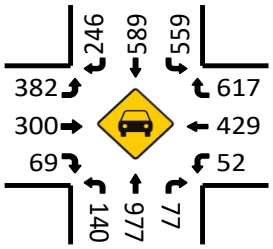
**CONTROL:** Signalized

| | | | |
|---|---|---|---|
| TEV | 4585 AM | 0 NOON | 5083 PM |
| PHF | 0.97 | | 0.97 |

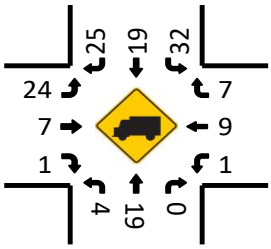
### N Sanderson Ave — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 1402 | 0 | 87 | 582 | 42 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 731 | 0 | 144 | 996 | 77 | AM |
| | | 0 | 2 | 2 | 1 | |

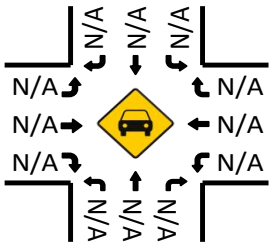
### Cars (AM)



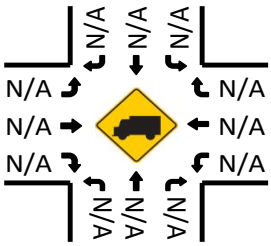

### HT (AM)



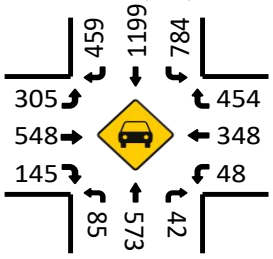

### Cars (NOON)



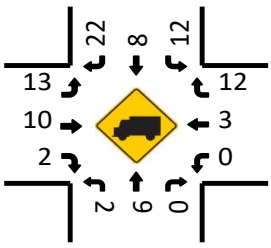

### HT (NOON)



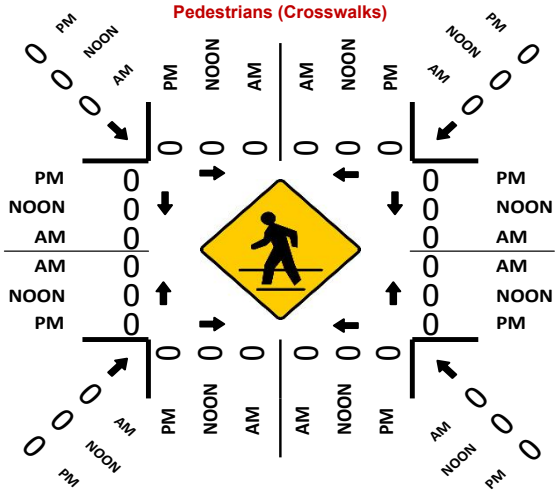

### Cars (PM)




### HT (PM)




### Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Cottonwood Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-005
**Date:** 5/7/2019

**Total**

| NS/EW Streets: | N Sanderson Ave | | | | N Sanderson Ave | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 10 | 206 | 8 | 0 | 4 | 115 | 11 | 0 | 44 | 55 | 4 | 0 | 19 | 44 | 28 | 0 | 548 |
| 7:15 AM | 11 | 179 | 16 | 0 | 9 | 133 | 18 | 0 | 39 | 45 | 2 | 0 | 15 | 72 | 34 | 0 | 573 |
| 7:30 AM | 7 | 197 | 16 | 0 | 9 | 154 | 20 | 0 | 34 | 54 | 8 | 0 | 13 | 49 | 20 | 0 | 581 |
| 7:45 AM | 9 | 164 | 20 | 0 | 9 | 159 | 19 | 0 | 28 | 40 | 12 | 0 | 20 | 55 | 28 | 0 | 563 |
| 8:00 AM | 22 | 149 | 24 | 0 | 3 | 110 | 25 | 0 | 28 | 43 | 15 | 0 | 24 | 101 | 21 | 0 | 565 |
| 8:15 AM | 35 | 117 | 3 | 0 | 5 | 112 | 20 | 0 | 22 | 77 | 25 | 0 | 15 | 116 | 16 | 0 | 563 |
| 8:30 AM | 17 | 116 | 15 | 0 | 11 | 95 | 13 | 0 | 31 | 92 | 38 | 0 | 21 | 127 | 25 | 0 | 601 |
| 8:45 AM | 9 | 133 | 9 | 0 | 4 | 120 | 15 | 0 | 17 | 46 | 25 | 0 | 21 | 40 | 12 | 0 | 451 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 120 | 1261 | 111 | 0 | 54 | 998 | 141 | 0 | 243 | 452 | 129 | 0 | 148 | 604 | 184 | 0 | 4445 |
| **APPROACH %'s :** | 8.04% | 84.52% | 7.44% | 0.00% | 4.53% | 83.65% | 11.82% | 0.00% | 29.49% | 54.85% | 15.66% | 0.00% | 15.81% | 64.53% | 19.66% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 83 | 546 | 62 | 0 | 28 | 476 | 77 | 0 | 109 | 252 | 90 | 0 | 80 | 399 | 90 | 0 | 2292 |
| **PEAK HR FACTOR :** | 0.593 | 0.832 | 0.646 | 0.000 | 0.636 | 0.748 | 0.770 | 0.000 | 0.879 | 0.685 | 0.592 | 0.000 | 0.833 | 0.785 | 0.804 | 0.000 | 0.953 |
| | 0.886 | | | | 0.777 | | | | 0.700 | | | | 0.822 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 16 | 113 | 26 | 0 | 21 | 215 | 22 | 0 | 14 | 50 | 18 | 0 | 17 | 31 | 12 | 0 | 555 |
| 4:15 PM | 9 | 131 | 28 | 0 | 29 | 235 | 27 | 0 | 23 | 45 | 15 | 0 | 24 | 33 | 18 | 0 | 617 |
| 4:30 PM | 5 | 96 | 27 | 0 | 16 | 231 | 20 | 0 | 20 | 47 | 13 | 0 | 15 | 31 | 17 | 0 | 538 |
| 4:45 PM | 3 | 125 | 25 | 0 | 25 | 236 | 34 | 0 | 25 | 58 | 12 | 0 | 14 | 29 | 6 | 0 | 592 |
| 5:00 PM | 7 | 118 | 21 | 0 | 16 | 257 | 20 | 0 | 17 | 61 | 12 | 0 | 21 | 23 | 18 | 0 | 591 |
| 5:15 PM | 7 | 122 | 17 | 0 | 29 | 229 | 29 | 0 | 23 | 48 | 17 | 0 | 33 | 35 | 19 | 0 | 608 |
| 5:30 PM | 5 | 101 | 29 | 0 | 36 | 266 | 29 | 0 | 12 | 52 | 10 | 0 | 20 | 35 | 16 | 0 | 611 |
| 5:45 PM | 7 | 87 | 22 | 0 | 21 | 230 | 22 | 0 | 19 | 70 | 16 | 0 | 27 | 30 | 16 | 0 | 567 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 59 | 893 | 195 | 0 | 193 | 1899 | 203 | 0 | 153 | 431 | 113 | 0 | 171 | 247 | 122 | 0 | 4679 |
| **APPROACH %'s :** | 5.14% | 77.86% | 17.00% | 0.00% | 8.41% | 82.75% | 8.85% | 0.00% | 21.95% | 61.84% | 16.21% | 0.00% | 31.67% | 45.74% | 22.59% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 22 | 466 | 92 | 0 | 106 | 988 | 112 | 0 | 77 | 219 | 51 | 0 | 88 | 122 | 59 | 0 | 2402 |
| **PEAK HR FACTOR :** | 0.786 | 0.932 | 0.793 | 0.000 | 0.736 | 0.929 | 0.824 | 0.000 | 0.770 | 0.898 | 0.750 | 0.000 | 0.667 | 0.871 | 0.776 | 0.000 | 0.983 |
| | 0.948 | | | | 0.911 | | | | 0.913 | | | | 0.773 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Cottonwood Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-005
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | N Sanderson Ave | | | | N Sanderson Ave | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 10 | 203 | 8 | 0 | 4 | 110 | 11 | 0 | 43 | 55 | 4 | 0 | 19 | 44 | 28 | 0 | 539 |
| 7:15 AM | 10 | 176 | 16 | 0 | 9 | 130 | 17 | 0 | 38 | 41 | 2 | 0 | 15 | 71 | 34 | 0 | 559 |
| 7:30 AM | 7 | 194 | 16 | 0 | 9 | 152 | 19 | 0 | 34 | 54 | 7 | 0 | 13 | 48 | 19 | 0 | 572 |
| 7:45 AM | 9 | 158 | 20 | 0 | 9 | 153 | 18 | 0 | 27 | 40 | 12 | 0 | 20 | 53 | 27 | 0 | 546 |
| 8:00 AM | 22 | 143 | 23 | 0 | 3 | 107 | 25 | 0 | 28 | 43 | 14 | 0 | 24 | 100 | 21 | 0 | 553 |
| 8:15 AM | 35 | 115 | 2 | 0 | 5 | 109 | 19 | 0 | 21 | 76 | 25 | 0 | 15 | 115 | 16 | 0 | 553 |
| 8:30 AM | 17 | 113 | 14 | 0 | 10 | 92 | 11 | 0 | 30 | 92 | 37 | 0 | 21 | 125 | 25 | 0 | 587 |
| 8:45 AM | 9 | 129 | 9 | 0 | 4 | 116 | 15 | 0 | 17 | 46 | 24 | 0 | 21 | 40 | 12 | 0 | 442 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 119 | 1231 | 108 | 0 | 53 | 969 | 135 | 0 | 238 | 447 | 125 | 0 | 148 | 596 | 182 | 0 | 4351 |
| **APPROACH %'s :** | 8.16% | 84.43% | 7.41% | 0.00% | 4.58% | 83.75% | 11.67% | 0.00% | 29.38% | 55.19% | 15.43% | 0.00% | 15.98% | 64.36% | 19.65% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 83 | 529 | 59 | 0 | 27 | 461 | 73 | 0 | 106 | 251 | 88 | 0 | 80 | 393 | 89 | 0 | 2239 |
| **PEAK HR FACTOR :** | 0.59 | 0.837 | 0.641 | 0.000 | 0.675 | 0.753 | 0.730 | 0.000 | 0.883 | 0.682 | 0.595 | 0.000 | 0.833 | 0.786 | 0.824 | 0.000 | 0.954 |
| | 0.892 | | | | 0.779 | | | | 0.700 | | | | 0.822 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 16 | 111 | 26 | 0 | 20 | 214 | 22 | 0 | 12 | 50 | 18 | 0 | 17 | 31 | 12 | 0 | 549 |
| 4:15 PM | 9 | 128 | 28 | 0 | 29 | 229 | 27 | 0 | 22 | 44 | 15 | 0 | 24 | 31 | 18 | 0 | 604 |
| 4:30 PM | 5 | 90 | 27 | 0 | 16 | 230 | 20 | 0 | 20 | 46 | 12 | 0 | 15 | 31 | 17 | 0 | 529 |
| 4:45 PM | 3 | 124 | 25 | 0 | 25 | 233 | 34 | 0 | 25 | 58 | 12 | 0 | 14 | 29 | 6 | 0 | 588 |
| 5:00 PM | 7 | 116 | 20 | 0 | 16 | 254 | 19 | 0 | 17 | 61 | 12 | 0 | 21 | 23 | 18 | 0 | 584 |
| 5:15 PM | 7 | 121 | 17 | 0 | 29 | 229 | 29 | 0 | 23 | 48 | 17 | 0 | 33 | 35 | 18 | 0 | 606 |
| 5:30 PM | 5 | 98 | 29 | 0 | 36 | 264 | 29 | 0 | 12 | 52 | 10 | 0 | 20 | 35 | 16 | 0 | 606 |
| 5:45 PM | 7 | 87 | 22 | 0 | 21 | 230 | 21 | 0 | 19 | 70 | 16 | 0 | 27 | 30 | 16 | 0 | 566 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 59 | 875 | 194 | 0 | 192 | 1883 | 201 | 0 | 150 | 429 | 112 | 0 | 171 | 245 | 121 | 0 | 4632 |
| **APPROACH %'s :** | 5.23% | 77.57% | 17.20% | 0.00% | 8.44% | 82.73% | 8.83% | 0.00% | 21.71% | 62.08% | 16.21% | 0.00% | 31.84% | 45.62% | 22.53% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 22 | 459 | 91 | 0 | 106 | 980 | 111 | 0 | 77 | 219 | 51 | 0 | 88 | 122 | 58 | 0 | 2384 |
| **PEAK HR FACTOR :** | 0.79 | 0.925 | 0.784 | 0.000 | 0.736 | 0.928 | 0.816 | 0.000 | 0.770 | 0.898 | 0.750 | 0.000 | 0.667 | 0.871 | 0.806 | 0.000 | 0.983 |
| | 0.941 | | | | 0.910 | | | | 0.913 | | | | 0.779 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Cottonwood Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-005
**Date:** 5/7/2019

**HT**

| **NS/EW Streets:** | N Sanderson Ave | | | | N Sanderson Ave | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:15 AM | 1 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 14 |
| 7:30 AM | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 9 |
| 7:45 AM | 0 | 6 | 0 | 0 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 17 |
| 8:00 AM | 0 | 6 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 12 |
| 8:15 AM | 0 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 10 |
| 8:30 AM | 0 | 3 | 1 | 0 | 1 | 3 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 14 |
| 8:45 AM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 30 | 3 | 0 | 1 | 29 | 6 | 0 | 5 | 5 | 4 | 0 | 0 | 8 | 2 | 0 | 94 |
| **APPROACH %'s :** | 2.94% | 88.24% | 8.82% | 0.00% | 2.78% | 80.56% | 16.67% | 0.00% | 35.71% | 35.71% | 28.57% | 0.00% | 0.00% | 80.00% | 20.00% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 17 | 3 | 0 | 1 | 15 | 4 | 0 | 3 | 1 | 2 | 0 | 0 | 6 | 1 | 0 | 53 |
| **PEAK HR FACTOR :** | 0.000 | 0.708 | 0.750 | 0.000 | 0.250 | 0.625 | 0.500 | 0.000 | 0.750 | 0.250 | 0.500 | 0.000 | 0.000 | 0.750 | 0.250 | 0.000 | 0.779 |
| | | 0.714 | | | | 0.714 | | | | 0.750 | | | | 0.583 | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:15 PM | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 13 |
| 4:30 PM | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 PM | 0 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 5:30 PM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 18 | 1 | 0 | 1 | 16 | 2 | 0 | 3 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 47 |
| **APPROACH %'s :** | 0.00% | 94.74% | 5.26% | 0.00% | 5.26% | 84.21% | 10.53% | 0.00% | 50.00% | 33.33% | 16.67% | 0.00% | 0.00% | 66.67% | 33.33% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 7 | 1 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18 |
| **PEAK HR FACTOR :** | 0.00 | 0.583 | 0.250 | 0.000 | 0.000 | 0.667 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.643 |
| | | 0.667 | | | | 0.563 | | | | | | | | 0.250 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Cottonwood Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-005
**Date:** 5/7/2019

## Bikes

| NS/EW Streets: | N Sanderson Ave | | | | N Sanderson Ave | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 0.00% | | | | | | | | | | | | | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PM** | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 6 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 0.00% | | | | | | | | | 33.33% | 66.67% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.500 |
| | | | | | | | | | | | | | | 0.500 | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & Cottonwood Ave
**City:** San Jacinto

**Project ID:** 19-06063-005
**Date:** 5/7/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | N Sanderson Ave | | N Sanderson Ave | | Cottonwood Ave | | Cottonwood Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 4 |
| 8:15 AM | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 9 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 3 | 7 | 1 | 5 | 1 | 0 | 17 |
| **APPROACH %'s :** | | | 30.00% | 70.00% | 16.67% | 83.33% | 100.00% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 2 | 6 | 0 | 5 | 0 | 0 | 13 |
| **PEAK HR FACTOR :** | | | 0.250 | 0.300 | | 0.313 | | | 0.361 |
| | | | 0.400 | | 0.313 | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 6 |
| **APPROACH %'s :** | | | 16.67% | 83.33% | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | | | 0.250 | 0.250 | | | | | 0.250 |
| | | | 0.250 | | | | | | |

Prepared by National Data & Surveying Services

# N Sanderson Ave & Cottonwood Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-005
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

**PEAK HOURS**

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### SOUTHBOUND — N Sanderson Ave

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 77 | 476 | 28 | 0 | 745 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 112 | 988 | 106 | 0 | 602 | PM |
| | 1 | 2 | 2 | 0 | | |

### EASTBOUND — Cottonwood Ave

| AM | NOON | PM | |
|---|---|---|---|
| 559 | 0 | 256 | |
| 0 | 0 | 0 | 0 |
| 109 | 0 | 77 | 2 |
| 252 | 0 | 219 | 2 |
| 90 | 0 | 51 | 1 |
| AM | NOON | PM | |

### CONTROL

Signalized

| | | | |
|---|---|---|---|
| TEV | 2292 AM | 0 NOON | 2402 PM |
| PHF | 0.95 | | 0.98 |

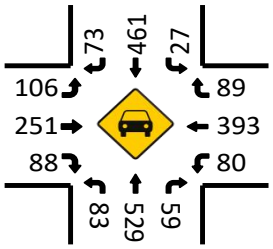
### WESTBOUND — Cottonwood Ave

| | PM | NOON | AM |
|---|---|---|---|
| 1 | 59 | 0 | 90 |
| 1 | 122 | 0 | 399 |
| 2 | 88 | 0 | 80 |
| 0 | 0 | 0 | 0 |
| | 417 | 0 | 342 |
| | PM | NOON | AM |

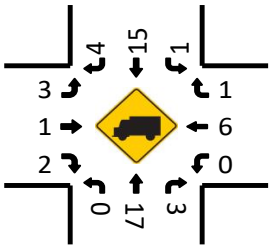
### NORTHBOUND — N Sanderson Ave

| | | | | | | |
|---|---|---|---|---|---|---|
| | 0 | 2 | 2 | 1 | | |
| PM | 1127 | 0 | 22 | 466 | 92 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 646 | 0 | 83 | 546 | 62 | AM |

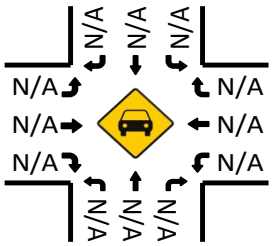
### Cars (AM)



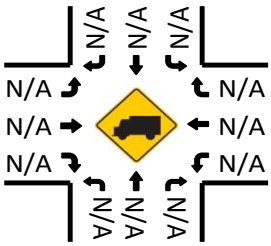

### HT (AM)



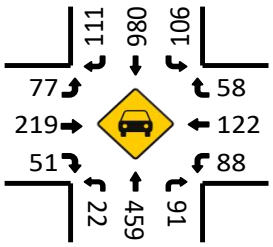

### Cars (NOON)



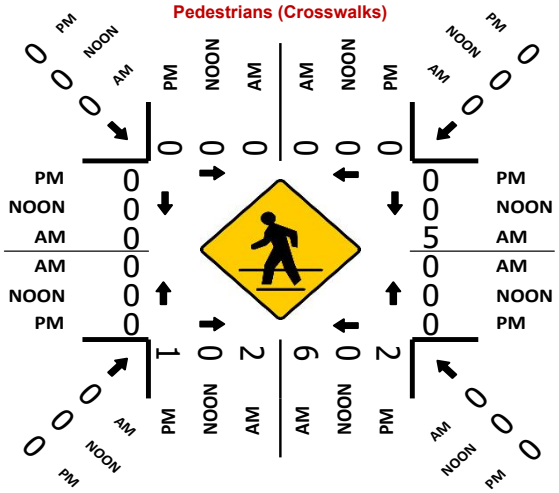

### HT (NOON)




### Cars (PM)




### Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Sanderson Ave & 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-006
**Date:** 5/7/2019

**Total**

| NS/EW Streets: | S Sanderson Ave | | | | S Sanderson Ave | | | | 7th St | | | | 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 3 | 216 | 17 | 0 | 5 | 123 | 6 | 0 | 4 | 21 | 8 | 0 | 37 | 19 | 11 | 0 | 470 |
| 7:15 AM | 4 | 207 | 26 | 0 | 6 | 152 | 11 | 0 | 1 | 22 | 12 | 0 | 32 | 27 | 15 | 0 | 515 |
| 7:30 AM | 7 | 190 | 19 | 0 | 6 | 174 | 2 | 0 | 2 | 20 | 7 | 0 | 28 | 25 | 7 | 0 | 487 |
| 7:45 AM | 7 | 191 | 18 | 0 | 14 | 167 | 2 | 0 | 0 | 26 | 5 | 0 | 26 | 25 | 18 | 0 | 499 |
| 8:00 AM | 12 | 171 | 7 | 0 | 3 | 131 | 2 | 0 | 4 | 16 | 9 | 0 | 32 | 25 | 17 | 0 | 429 |
| 8:15 AM | 7 | 148 | 13 | 0 | 8 | 153 | 3 | 0 | 4 | 32 | 10 | 0 | 24 | 39 | 13 | 0 | 454 |
| 8:30 AM | 11 | 145 | 23 | 0 | 6 | 155 | 7 | 0 | 2 | 32 | 16 | 0 | 19 | 46 | 14 | 0 | 476 |
| 8:45 AM | 3 | 135 | 14 | 0 | 5 | 137 | 6 | 0 | 9 | 29 | 16 | 0 | 28 | 27 | 9 | 0 | 418 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 54 | 1403 | 137 | 0 | 53 | 1192 | 39 | 0 | 26 | 198 | 83 | 0 | 226 | 233 | 104 | 0 | 3748 |
| **APPROACH %'s :** | 3.39% | 88.02% | 8.59% | 0.00% | 4.13% | 92.83% | 3.04% | 0.00% | 8.47% | 64.50% | 27.04% | 0.00% | 40.14% | 41.39% | 18.47% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 21 | 804 | 80 | 0 | 31 | 616 | 21 | 0 | 7 | 89 | 32 | 0 | 123 | 96 | 51 | 0 | 1971 |
| **PEAK HR FACTOR :** | 0.750 | 0.931 | 0.769 | 0.000 | 0.554 | 0.885 | 0.477 | 0.000 | 0.438 | 0.856 | 0.667 | 0.000 | 0.831 | 0.889 | 0.708 | 0.000 | 0.957 |
| | 0.955 | | | | 0.913 | | | | 0.914 | | | | 0.912 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 9 | 143 | 31 | 0 | 22 | 231 | 7 | 0 | 5 | 21 | 5 | 0 | 29 | 33 | 16 | 0 | 552 |
| 4:15 PM | 6 | 169 | 31 | 0 | 16 | 262 | 3 | 0 | 1 | 33 | 8 | 0 | 30 | 28 | 14 | 0 | 601 |
| 4:30 PM | 7 | 134 | 26 | 0 | 18 | 235 | 8 | 0 | 2 | 25 | 6 | 0 | 27 | 21 | 14 | 0 | 523 |
| 4:45 PM | 12 | 153 | 26 | 0 | 15 | 236 | 5 | 0 | 1 | 22 | 15 | 0 | 29 | 19 | 9 | 0 | 542 |
| 5:00 PM | 10 | 160 | 40 | 0 | 15 | 273 | 5 | 0 | 4 | 25 | 9 | 0 | 38 | 26 | 11 | 0 | 616 |
| 5:15 PM | 11 | 145 | 26 | 0 | 11 | 271 | 6 | 0 | 3 | 22 | 6 | 0 | 26 | 20 | 15 | 0 | 562 |
| 5:30 PM | 8 | 130 | 30 | 0 | 18 | 278 | 4 | 0 | 5 | 23 | 13 | 0 | 21 | 19 | 8 | 0 | 557 |
| 5:45 PM | 5 | 118 | 34 | 0 | 21 | 238 | 7 | 0 | 1 | 20 | 5 | 0 | 10 | 17 | 10 | 0 | 486 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 68 | 1152 | 244 | 0 | 136 | 2024 | 45 | 0 | 22 | 191 | 67 | 0 | 210 | 183 | 97 | 0 | 4439 |
| **APPROACH %'s :** | 4.64% | 78.69% | 16.67% | 0.00% | 6.17% | 91.79% | 2.04% | 0.00% | 7.86% | 68.21% | 23.93% | 0.00% | 42.86% | 37.35% | 19.80% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 35 | 616 | 123 | 0 | 64 | 1006 | 21 | 0 | 8 | 105 | 38 | 0 | 124 | 94 | 48 | 0 | 2282 |
| **PEAK HR FACTOR :** | 0.729 | 0.911 | 0.769 | 0.000 | 0.889 | 0.921 | 0.656 | 0.000 | 0.500 | 0.795 | 0.633 | 0.000 | 0.816 | 0.839 | 0.857 | 0.000 | 0.926 |
| | 0.921 | | | | 0.931 | | | | 0.899 | | | | 0.887 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Sanderson Ave & 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-006
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | S Sanderson Ave | | | | S Sanderson Ave | | | | 7th St | | | | 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 3 | 211 | 17 | 0 | 5 | 120 | 6 | 0 | 4 | 21 | 8 | 0 | 36 | 19 | 11 | 0 | 461 |
| 7:15 AM | 3 | 202 | 25 | 0 | 6 | 148 | 11 | 0 | 1 | 22 | 11 | 0 | 32 | 26 | 15 | 0 | 502 |
| 7:30 AM | 7 | 187 | 19 | 0 | 6 | 171 | 2 | 0 | 2 | 20 | 7 | 0 | 27 | 24 | 7 | 0 | 479 |
| 7:45 AM | 7 | 186 | 16 | 0 | 14 | 162 | 2 | 0 | 0 | 24 | 4 | 0 | 25 | 24 | 17 | 0 | 481 |
| 8:00 AM | 12 | 166 | 7 | 0 | 3 | 124 | 2 | 0 | 4 | 15 | 9 | 0 | 32 | 25 | 16 | 0 | 415 |
| 8:15 AM | 6 | 145 | 13 | 0 | 8 | 149 | 3 | 0 | 3 | 32 | 10 | 0 | 24 | 39 | 13 | 0 | 445 |
| 8:30 AM | 10 | 140 | 22 | 0 | 6 | 151 | 7 | 0 | 2 | 30 | 16 | 0 | 18 | 46 | 14 | 0 | 462 |
| 8:45 AM | 3 | 131 | 14 | 0 | 4 | 132 | 6 | 0 | 9 | 28 | 16 | 0 | 28 | 27 | 9 | 0 | 407 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 51 | 1368 | 133 | 0 | 52 | 1157 | 39 | 0 | 25 | 192 | 81 | 0 | 222 | 230 | 102 | 0 | 3652 |
| **APPROACH %'s :** | 3.29% | 88.14% | 8.57% | 0.00% | 4.17% | 92.71% | 3.13% | 0.00% | 8.39% | 64.43% | 27.18% | 0.00% | 40.07% | 41.52% | 18.41% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 20 | 786 | 77 | 0 | 31 | 601 | 21 | 0 | 7 | 87 | 30 | 0 | 120 | 93 | 50 | 0 | 1923 |
| **PEAK HR FACTOR :** | 0.71 | 0.931 | 0.770 | 0.000 | 0.554 | 0.879 | 0.477 | 0.000 | 0.438 | 0.906 | 0.682 | 0.000 | 0.833 | 0.894 | 0.735 | 0.000 | 0.958 |
| | 0.956 | | | | 0.912 | | | | 0.912 | | | | 0.901 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 9 | 141 | 31 | 0 | 22 | 229 | 7 | 0 | 5 | 20 | 5 | 0 | 29 | 31 | 16 | 0 | 545 |
| 4:15 PM | 6 | 166 | 31 | 0 | 16 | 255 | 3 | 0 | 1 | 33 | 7 | 0 | 30 | 26 | 14 | 0 | 588 |
| 4:30 PM | 7 | 130 | 26 | 0 | 18 | 233 | 8 | 0 | 1 | 25 | 6 | 0 | 27 | 21 | 13 | 0 | 515 |
| 4:45 PM | 12 | 152 | 26 | 0 | 15 | 232 | 5 | 0 | 1 | 22 | 15 | 0 | 27 | 19 | 9 | 0 | 535 |
| 5:00 PM | 10 | 157 | 40 | 0 | 15 | 269 | 5 | 0 | 4 | 25 | 9 | 0 | 38 | 25 | 11 | 0 | 608 |
| 5:15 PM | 11 | 144 | 26 | 0 | 11 | 271 | 6 | 0 | 3 | 22 | 6 | 0 | 25 | 20 | 15 | 0 | 560 |
| 5:30 PM | 8 | 127 | 30 | 0 | 18 | 277 | 4 | 0 | 4 | 23 | 13 | 0 | 21 | 18 | 8 | 0 | 551 |
| 5:45 PM | 5 | 118 | 34 | 0 | 21 | 236 | 7 | 0 | 1 | 20 | 5 | 0 | 10 | 17 | 10 | 0 | 484 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 68 | 1135 | 244 | 0 | 136 | 2002 | 45 | 0 | 20 | 190 | 66 | 0 | 207 | 177 | 96 | 0 | 4386 |
| **APPROACH %'s :** | 4.70% | 78.44% | 16.86% | 0.00% | 6.23% | 91.71% | 2.06% | 0.00% | 7.25% | 68.84% | 23.91% | 0.00% | 43.13% | 36.88% | 20.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 35 | 605 | 123 | 0 | 64 | 989 | 21 | 0 | 7 | 105 | 37 | 0 | 122 | 91 | 47 | 0 | 2246 |
| **PEAK HR FACTOR :** | 0.73 | 0.911 | 0.769 | 0.000 | 0.889 | 0.919 | 0.656 | 0.000 | 0.438 | 0.795 | 0.617 | 0.000 | 0.803 | 0.875 | 0.839 | 0.000 | 0.924 |
| | 0.921 | | | | 0.929 | | | | 0.909 | | | | 0.878 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Sanderson Ave & 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-006
**Date:** 5/7/2019

**HT**

| **NS/EW Streets:** | S Sanderson Ave | | | | S Sanderson Ave | | | | 7th St | | | | 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| 7:15 AM | 1 | 5 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 13 |
| 7:30 AM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 8 |
| 7:45 AM | 0 | 5 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 18 |
| 8:00 AM | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 14 |
| 8:15 AM | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:30 AM | 1 | 5 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 14 |
| 8:45 AM | 0 | 4 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 35 | 4 | 0 | 1 | 35 | 0 | 0 | 1 | 6 | 2 | 0 | 4 | 3 | 2 | 0 | 96 |
| **APPROACH %'s :** | 7.14% | 83.33% | 9.52% | 0.00% | 2.78% | 97.22% | 0.00% | 0.00% | 11.11% | 66.67% | 22.22% | 0.00% | 44.44% | 33.33% | 22.22% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 18 | 3 | 0 | 0 | 15 | 0 | 0 | 0 | 2 | 2 | 0 | 3 | 3 | 1 | 0 | 48 |
| **PEAK HR FACTOR :** | 0.250 | 0.900 | 0.375 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.750 | 0.750 | 0.250 | 0.000 | 0.667 |
| | 0.786 | | | | 0.750 | | | | 0.333 | | | | 0.583 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 7 |
| 4:15 PM | 0 | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 13 |
| 4:30 PM | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 7 |
| 5:00 PM | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 17 | 0 | 0 | 0 | 22 | 0 | 0 | 2 | 1 | 1 | 0 | 3 | 6 | 1 | 0 | 53 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 50.00% | 25.00% | 25.00% | 0.00% | 30.00% | 60.00% | 10.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 11 | 0 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 36 |
| **PEAK HR FACTOR :** | 0.00 | 0.688 | 0.000 | 0.000 | 0.000 | 0.607 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.250 | 0.375 | 0.250 | 0.000 | 0.692 |
| | 0.688 | | | | 0.607 | | | | 0.500 | | | | 0.750 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Sanderson Ave & 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-006
**Date:** 5/7/2019

**Bikes**

| NS/EW Streets: | S Sanderson Ave | | | | S Sanderson Ave | | | | 7th St | | | | 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | 0.250 | | | | | | | | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| **APPROACH %'s :** | | | | | | | | | | | | | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Sanderson Ave & 7th St
**City:** San Jacinto
**Project ID:** 19-06063-006
**Date:** 5/7/2019

## Pedestrians (Crosswalks)

| **NS/EW Streets:** | S Sanderson Ave | | S Sanderson Ave | | 7th St | | 7th St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 3 |
| **APPROACH %'s :** | | | | | 100.00% | 0.00% | 50.00% | 50.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| **PEAK HR FACTOR :** | | | | | | | | 0.250 | 0.250 |
| | | | | | | | 0.250 | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| **APPROACH %'s :** | | | 50.00% | 50.00% | | | | | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | | | 0.250 | | | | | | 0.250 |
| | | | 0.250 | | | | | | |

Prepared by National Data & Surveying Services

# S Sanderson Ave & 7th St

## Peak Hour Turning Movement Count

**ID:** 19-06063-006
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:15 PM - 05:15 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### S Sanderson Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 21 | 616 | 31 | 0 | 862 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 21 | 1006 | 64 | 0 | 672 | PM |

### 7th St — EASTBOUND

| AM | NOON | PM | | |
|---|---|---|---|---|
| 138 | 0 | 150 | | |
| 0 | 0 | 0 | 0 | |
| 7 | 0 | 8 | 1 | |
| 89 | 0 | 105 | 0.5 | |
| 32 | 0 | 38 | 0.5 | |
| AM | NOON | PM | | |

### CONTROL

Signalized

| | | | |
|---|---|---|---|
| TEV | 1971 AM | 0 NOON | 2282 PM |
| PHF | 0.96 | | 0.93 |

### 7th St — WESTBOUND

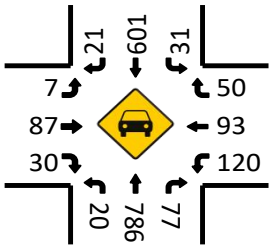
| PM | NOON | AM | |
|---|---|---|---|
| 48 | 0 | 51 | 0 |
| 94 | 0 | 96 | 1 |
| 124 | 0 | 123 | 1 |
| 0 | 0 | 0 | 0 |
| 292 | 0 | 200 | |
| PM | NOON | AM | |

### S Sanderson Ave — NORTHBOUND

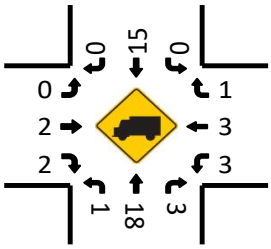
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 1168 | 0 | 35 | 616 | 123 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 771 | 0 | 21 | 804 | 80 | AM |

1 2 1 0 — 0 1 1.5 0.5

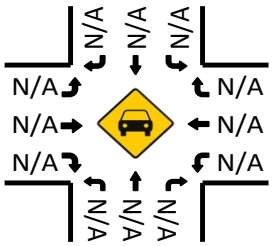
### Cars (AM)



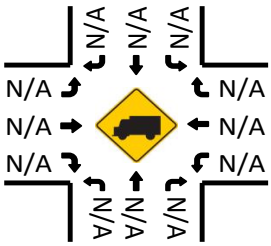

### HT (AM)



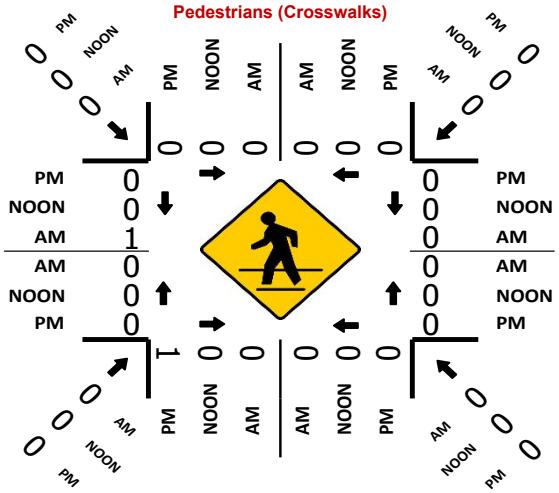

### Cars (NOON)



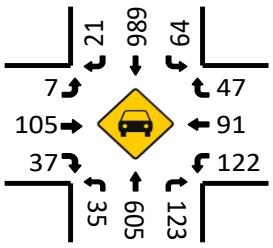

### HT (NOON)



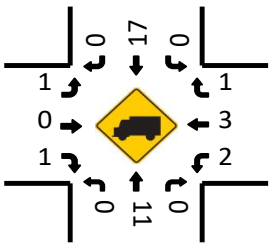

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Sanderson Ave & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-007
**Date:** 5/7/2019

## Total

| NS/EW Streets: | Sanderson Ave | | | | Sanderson Ave | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 16 | 204 | 11 | 0 | 10 | 146 | 15 | 6 | 24 | 19 | 9 | 0 | 33 | 42 | 7 | 0 | 542 |
| 7:15 AM | 16 | 210 | 17 | 0 | 17 | 175 | 16 | 8 | 26 | 29 | 10 | 0 | 30 | 40 | 11 | 0 | 605 |
| 7:30 AM | 24 | 183 | 34 | 0 | 17 | 179 | 15 | 4 | 33 | 38 | 3 | 0 | 34 | 46 | 11 | 0 | 621 |
| 7:45 AM | 22 | 161 | 18 | 0 | 13 | 157 | 13 | 7 | 22 | 36 | 3 | 0 | 16 | 45 | 6 | 0 | 519 |
| 8:00 AM | 14 | 167 | 21 | 0 | 14 | 151 | 11 | 7 | 17 | 28 | 5 | 0 | 23 | 48 | 12 | 0 | 518 |
| 8:15 AM | 10 | 124 | 13 | 0 | 13 | 140 | 10 | 13 | 11 | 25 | 12 | 0 | 31 | 46 | 21 | 0 | 469 |
| 8:30 AM | 21 | 131 | 16 | 0 | 26 | 128 | 20 | 9 | 17 | 26 | 8 | 0 | 24 | 89 | 12 | 0 | 527 |
| 8:45 AM | 17 | 140 | 14 | 0 | 14 | 152 | 23 | 5 | 21 | 39 | 8 | 0 | 38 | 68 | 9 | 0 | 548 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 140 | 1320 | 144 | 0 | 124 | 1228 | 123 | 59 | 171 | 240 | 58 | 0 | 229 | 424 | 89 | 0 | 4349 |
| **APPROACH %'s :** | 8.73% | 82.29% | 8.98% | 0.00% | 8.08% | 80.05% | 8.02% | 3.85% | 36.46% | 51.17% | 12.37% | 0.00% | 30.86% | 57.14% | 11.99% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 78 | 758 | 80 | 0 | 57 | 657 | 59 | 25 | 105 | 122 | 25 | 0 | 113 | 173 | 35 | 0 | 2287 |
| **PEAK HR FACTOR :** | 0.813 | 0.902 | 0.588 | 0.000 | 0.838 | 0.918 | 0.922 | 0.781 | 0.795 | 0.803 | 0.625 | 0.000 | 0.831 | 0.940 | 0.795 | 0.000 | 0.921 |
| | 0.942 | | | | 0.924 | | | | 0.851 | | | | 0.882 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 10 | 164 | 24 | 0 | 16 | 235 | 15 | 7 | 22 | 60 | 14 | 0 | 31 | 60 | 13 | 0 | 671 |
| 4:15 PM | 15 | 163 | 27 | 0 | 22 | 243 | 16 | 7 | 20 | 47 | 11 | 0 | 38 | 51 | 12 | 0 | 672 |
| 4:30 PM | 12 | 144 | 29 | 0 | 19 | 234 | 15 | 5 | 16 | 44 | 16 | 0 | 29 | 51 | 9 | 0 | 623 |
| 4:45 PM | 14 | 171 | 16 | 0 | 19 | 228 | 20 | 7 | 20 | 28 | 4 | 0 | 30 | 48 | 14 | 0 | 619 |
| 5:00 PM | 9 | 177 | 28 | 0 | 22 | 258 | 23 | 9 | 22 | 51 | 10 | 0 | 34 | 47 | 8 | 0 | 698 |
| 5:15 PM | 25 | 131 | 23 | 0 | 20 | 240 | 21 | 5 | 14 | 50 | 6 | 0 | 43 | 53 | 9 | 0 | 640 |
| 5:30 PM | 16 | 156 | 25 | 0 | 16 | 250 | 22 | 9 | 20 | 40 | 10 | 0 | 35 | 51 | 12 | 0 | 662 |
| 5:45 PM | 14 | 131 | 31 | 0 | 18 | 221 | 15 | 1 | 25 | 43 | 19 | 0 | 21 | 41 | 12 | 0 | 592 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 115 | 1237 | 203 | 0 | 152 | 1909 | 147 | 50 | 159 | 363 | 90 | 0 | 261 | 402 | 89 | 0 | 5177 |
| **APPROACH %'s :** | 7.40% | 79.55% | 13.05% | 0.00% | 6.73% | 84.54% | 6.51% | 2.21% | 25.98% | 59.31% | 14.71% | 0.00% | 34.71% | 53.46% | 11.84% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 64 | 635 | 92 | 0 | 77 | 976 | 86 | 30 | 76 | 169 | 30 | 0 | 142 | 199 | 43 | 0 | 2619 |
| **PEAK HR FACTOR :** | 0.640 | 0.897 | 0.821 | 0.000 | 0.875 | 0.946 | 0.935 | 0.833 | 0.864 | 0.828 | 0.750 | 0.000 | 0.826 | 0.939 | 0.768 | 0.000 | 0.938 |
| | 0.924 | | | | 0.937 | | | | 0.828 | | | | 0.914 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Sanderson Ave & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-007
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | Sanderson Ave | | | | Sanderson Ave | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 16 | 198 | 10 | 0 | 10 | 142 | 15 | 6 | 24 | 19 | 8 | 0 | 33 | 42 | 7 | 0 | 530 |
| 7:15 AM | 16 | 204 | 17 | 0 | 16 | 170 | 15 | 8 | 26 | 27 | 10 | 0 | 30 | 40 | 11 | 0 | 590 |
| 7:30 AM | 24 | 181 | 33 | 0 | 16 | 177 | 14 | 4 | 32 | 38 | 3 | 0 | 33 | 44 | 11 | 0 | 610 |
| 7:45 AM | 22 | 151 | 17 | 0 | 13 | 151 | 13 | 7 | 22 | 36 | 3 | 0 | 16 | 45 | 6 | 0 | 502 |
| 8:00 AM | 14 | 164 | 19 | 0 | 13 | 146 | 11 | 7 | 15 | 27 | 5 | 0 | 23 | 47 | 12 | 0 | 503 |
| 8:15 AM | 10 | 123 | 13 | 0 | 12 | 138 | 10 | 13 | 9 | 24 | 9 | 0 | 31 | 45 | 18 | 0 | 455 |
| 8:30 AM | 19 | 128 | 16 | 0 | 26 | 124 | 20 | 9 | 16 | 25 | 7 | 0 | 22 | 89 | 11 | 0 | 512 |
| 8:45 AM | 16 | 136 | 14 | 0 | 13 | 146 | 23 | 5 | 21 | 39 | 8 | 0 | 38 | 67 | 9 | 0 | 535 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 137 | 1285 | 139 | 0 | 119 | 1194 | 121 | 59 | 165 | 235 | 53 | 0 | 226 | 419 | 85 | 0 | 4237 |
| **APPROACH %'s :** | 8.78% | 82.32% | 8.90% | 0.00% | 7.97% | 79.97% | 8.10% | 3.95% | 36.42% | 51.88% | 11.70% | 0.00% | 30.96% | 57.40% | 11.64% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 78 | 734 | 77 | 0 | 55 | 640 | 57 | 25 | 104 | 120 | 24 | 0 | 112 | 171 | 35 | 0 | 2232 |
| **PEAK HR FACTOR :** | 0.81 | 0.900 | 0.583 | 0.000 | 0.859 | 0.904 | 0.950 | 0.781 | 0.813 | 0.789 | 0.600 | 0.000 | 0.848 | 0.950 | 0.795 | 0.000 | 0.915 |
| | 0.934 | | | | 0.921 | | | | 0.849 | | | | 0.903 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 10 | 162 | 24 | 0 | 16 | 233 | 13 | 7 | 22 | 59 | 13 | 0 | 30 | 60 | 13 | 0 | 662 |
| 4:15 PM | 15 | 161 | 27 | 0 | 21 | 237 | 16 | 7 | 19 | 47 | 11 | 0 | 38 | 51 | 12 | 0 | 662 |
| 4:30 PM | 12 | 141 | 29 | 0 | 19 | 232 | 14 | 5 | 16 | 44 | 16 | 0 | 29 | 51 | 8 | 0 | 616 |
| 4:45 PM | 14 | 169 | 16 | 0 | 19 | 223 | 19 | 7 | 20 | 27 | 4 | 0 | 30 | 48 | 14 | 0 | 610 |
| 5:00 PM | 9 | 175 | 28 | 0 | 22 | 256 | 22 | 9 | 22 | 51 | 10 | 0 | 34 | 44 | 8 | 0 | 690 |
| 5:15 PM | 25 | 130 | 23 | 0 | 20 | 238 | 19 | 5 | 14 | 50 | 6 | 0 | 43 | 52 | 9 | 0 | 634 |
| 5:30 PM | 16 | 154 | 25 | 0 | 16 | 249 | 22 | 9 | 19 | 40 | 10 | 0 | 34 | 51 | 12 | 0 | 657 |
| 5:45 PM | 14 | 131 | 31 | 0 | 18 | 220 | 15 | 1 | 25 | 43 | 19 | 0 | 21 | 41 | 12 | 0 | 591 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 115 | 1223 | 203 | 0 | 151 | 1888 | 140 | 50 | 157 | 361 | 89 | 0 | 259 | 398 | 88 | 0 | 5122 |
| **APPROACH %'s :** | 7.46% | 79.36% | 13.17% | 0.00% | 6.77% | 84.70% | 6.28% | 2.24% | 25.86% | 59.47% | 14.66% | 0.00% | 34.77% | 53.42% | 11.81% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 64 | 628 | 92 | 0 | 77 | 966 | 82 | 30 | 75 | 168 | 30 | 0 | 141 | 195 | 43 | 0 | 2591 |
| **PEAK HR FACTOR :** | 0.64 | 0.897 | 0.821 | 0.000 | 0.875 | 0.943 | 0.932 | 0.833 | 0.852 | 0.824 | 0.750 | 0.000 | 0.820 | 0.938 | 0.768 | 0.000 | 0.939 |
| | 0.925 | | | | 0.934 | | | | 0.822 | | | | 0.911 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Sanderson Ave & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-007
**Date:** 5/7/2019

**HT**

| **NS/EW Streets:** | Sanderson Ave | | | | Sanderson Ave | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 6 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:15 AM | 0 | 6 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:30 AM | 0 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 11 |
| 7:45 AM | 0 | 10 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:00 AM | 0 | 3 | 2 | 0 | 1 | 5 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 15 |
| 8:15 AM | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 1 | 3 | 0 | 14 |
| 8:30 AM | 2 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 15 |
| 8:45 AM | 1 | 4 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 13 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 35 | 5 | 0 | 5 | 34 | 2 | 0 | 6 | 5 | 5 | 0 | 3 | 5 | 4 | 0 | 112 |
| **APPROACH %'s :** | 6.98% | 81.40% | 11.63% | 0.00% | 12.20% | 82.93% | 4.88% | 0.00% | 37.50% | 31.25% | 31.25% | 0.00% | 25.00% | 41.67% | 33.33% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 24 | 3 | 0 | 2 | 17 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 55 |
| **PEAK HR FACTOR :** | 0.000 | 0.600 | 0.750 | 0.000 | 0.500 | 0.708 | 0.500 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.809 |
| | | 0.614 | | | | 0.750 | | | | 0.500 | | | | 0.250 | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 9 |
| 4:15 PM | 0 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:30 PM | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| 4:45 PM | 0 | 2 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:00 PM | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 8 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 14 | 0 | 0 | 1 | 21 | 7 | 0 | 2 | 2 | 1 | 0 | 2 | 4 | 1 | 0 | 55 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 3.45% | 72.41% | 24.14% | 0.00% | 40.00% | 40.00% | 20.00% | 0.00% | 28.57% | 57.14% | 14.29% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 7 | 0 | 0 | 0 | 10 | 4 | 0 | 1 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 28 |
| **PEAK HR FACTOR :** | 0.00 | 0.875 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.250 | 0.333 | 0.000 | 0.000 | 0.778 |
| | | 0.875 | | | | 0.583 | | | | 0.500 | | | | 0.417 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Sanderson Ave & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-007
**Date:** 5/7/2019

**Bikes**

| NS/EW Streets: | Sanderson Ave | | | | Sanderson Ave | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.750 |
| | 0.250 | | | | 0.000 | | | | 0.250 | | | | 0.250 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 |
| | | | | | 0.250 | | | | 0.250 | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Sanderson Ave & W Esplanade Ave **Project ID:** 19-06063-007
**City:** San Jacinto **Date:** 5/7/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Sanderson Ave | | Sanderson Ave | | W Esplanade Ave | | W Esplanade Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **APPROACH %'s :** | 33.33% | 66.67% | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.250 | | | | | | | | 0.250 |
| | 0.250 | | | | | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 5:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 3 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 9 |
| **APPROACH %'s :** | 60.00% | 40.00% | | | 50.00% | 50.00% | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.375 | 0.250 | | | 0.250 | | | | 0.750 |
| | 0.625 | | | | 0.250 | | | | |

Prepared by National Data & Surveying Services

# Sanderson Ave & W Esplanade Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-007
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:45 PM - 05:45 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### SOUTHBOUND — Sanderson Ave

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 59 | 657 | 57 | 25 | 923 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 86 | 976 | 77 | 30 | 784 | PM |
| | 1 | 2 | 1 | 0 | | |

### EASTBOUND — W Esplanade Ave

| AM | NOON | PM | |
|---|---|---|---|
| 310 | 0 | 349 | |
| 0 | 0 | 0 | 0 |
| 105 | 0 | 76 | 1 |
| 122 | 0 | 169 | 1 |
| 25 | 0 | 30 | 1 |
| AM | NOON | PM | |

### WESTBOUND — W Esplanade Ave

| PM | NOON | AM | |
|---|---|---|---|
| 43 | 0 | 35 | 1 |
| 199 | 0 | 173 | 1 |
| 142 | 0 | 113 | 1 |
| 0 | 0 | 0 | 0 |
| 338 | 0 | 259 | |
| PM | NOON | AM | |

### NORTHBOUND — Sanderson Ave

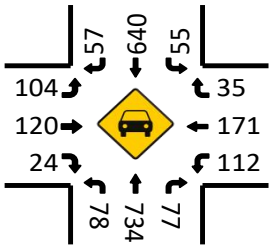
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 1148 | 0 | 64 | 635 | 92 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 795 | 0 | 78 | 758 | 80 | AM |
| | | 0 | 1 | 2 | 0 | |

### CONTROL

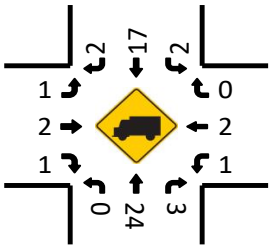
Signalized

| | | | |
|---|---|---|---|
| TEV | 2287 AM | 0 NOON | 2619 PM |
| PHF | 0.92 | | 0.94 |

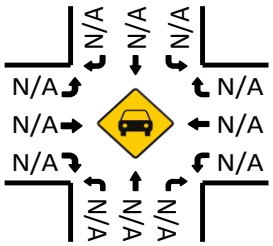
### Cars (AM)



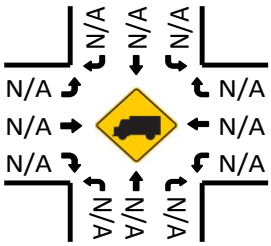

### HT (AM)



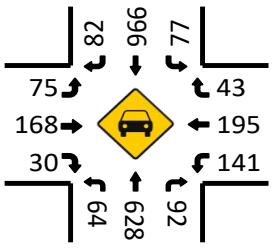

### Cars (NOON)



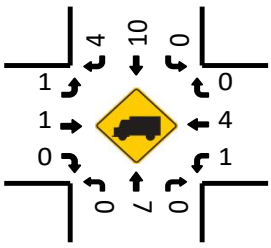

### HT (NOON)



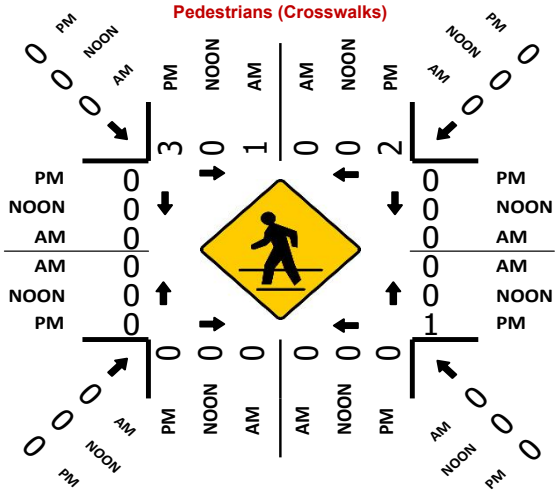

### Cars (PM)




### HT (PM)




### Pedestrians (Crosswalks)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & N Lyon Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-008
**Date:** 5/8/2019

## Total

| NS/EW Streets: | N Lyon Ave | | | | N Lyon Ave | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 43 | 0 | 32 | 0 | 0 | 0 | 1 | 0 | 0 | 229 | 19 | 0 | 9 | 266 | 0 | 0 | 599 |
| 7:15 AM | 46 | 1 | 20 | 0 | 1 | 0 | 0 | 0 | 2 | 200 | 12 | 0 | 13 | 258 | 3 | 0 | 556 |
| 7:30 AM | 35 | 0 | 8 | 0 | 0 | 1 | 1 | 0 | 0 | 208 | 22 | 0 | 11 | 240 | 0 | 0 | 526 |
| 7:45 AM | 34 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 255 | 32 | 0 | 6 | 188 | 1 | 0 | 536 |
| 8:00 AM | 27 | 1 | 20 | 0 | 0 | 0 | 1 | 0 | 0 | 189 | 19 | 0 | 15 | 199 | 0 | 0 | 471 |
| 8:15 AM | 46 | 1 | 12 | 0 | 2 | 0 | 2 | 0 | 0 | 168 | 14 | 0 | 9 | 188 | 1 | 0 | 443 |
| 8:30 AM | 37 | 2 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 165 | 20 | 0 | 8 | 190 | 1 | 0 | 437 |
| 8:45 AM | 21 | 0 | 10 | 0 | 2 | 1 | 1 | 0 | 2 | 164 | 16 | 0 | 11 | 170 | 1 | 0 | 399 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 289 | 5 | 135 | 0 | 5 | 2 | 7 | 0 | 4 | 1578 | 154 | 0 | 82 | 1699 | 7 | 0 | 3967 |
| **APPROACH %'s :** | 67.37% | 1.17% | 31.47% | 0.00% | 35.71% | 14.29% | 50.00% | 0.00% | 0.23% | 90.90% | 8.87% | 0.00% | 4.59% | 95.02% | 0.39% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 158 | 1 | 80 | 0 | 1 | 1 | 2 | 0 | 2 | 892 | 85 | 0 | 39 | 952 | 4 | 0 | 2217 |
| **PEAK HR FACTOR :** | 0.859 | 0.250 | 0.625 | 0.000 | 0.250 | 0.250 | 0.500 | 0.000 | 0.250 | 0.875 | 0.664 | 0.000 | 0.750 | 0.895 | 0.333 | 0.000 | 0.925 |
| | 0.797 | | | | 0.500 | | | | 0.853 | | | | 0.905 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 29 | 0 | 14 | 0 | 0 | 0 | 3 | 0 | 1 | 299 | 42 | 0 | 19 | 192 | 0 | 0 | 599 |
| 4:15 PM | 32 | 1 | 10 | 0 | 1 | 0 | 1 | 0 | 1 | 242 | 36 | 0 | 13 | 164 | 0 | 0 | 501 |
| 4:30 PM | 22 | 0 | 12 | 0 | 3 | 4 | 1 | 0 | 0 | 302 | 29 | 0 | 13 | 175 | 1 | 0 | 562 |
| 4:45 PM | 28 | 3 | 7 | 0 | 1 | 2 | 3 | 0 | 3 | 330 | 48 | 0 | 15 | 172 | 1 | 0 | 613 |
| 5:00 PM | 34 | 0 | 12 | 0 | 0 | 1 | 2 | 0 | 0 | 315 | 44 | 0 | 10 | 189 | 1 | 0 | 608 |
| 5:15 PM | 38 | 0 | 8 | 0 | 1 | 1 | 1 | 0 | 0 | 274 | 36 | 0 | 7 | 206 | 0 | 0 | 572 |
| 5:30 PM | 20 | 0 | 15 | 0 | 0 | 0 | 1 | 0 | 3 | 301 | 37 | 0 | 17 | 157 | 0 | 0 | 551 |
| 5:45 PM | 22 | 1 | 13 | 0 | 0 | 0 | 2 | 0 | 1 | 254 | 33 | 0 | 15 | 174 | 0 | 0 | 515 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 225 | 5 | 91 | 0 | 6 | 8 | 14 | 0 | 9 | 2317 | 305 | 0 | 109 | 1429 | 3 | 0 | 4521 |
| **APPROACH %'s :** | 70.09% | 1.56% | 28.35% | 0.00% | 21.43% | 28.57% | 50.00% | 0.00% | 0.34% | 88.07% | 11.59% | 0.00% | 7.07% | 92.73% | 0.19% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 122 | 3 | 39 | 0 | 5 | 8 | 7 | 0 | 3 | 1221 | 157 | 0 | 45 | 742 | 3 | 0 | 2355 |
| **PEAK HR FACTOR :** | 0.803 | 0.250 | 0.813 | 0.000 | 0.417 | 0.500 | 0.583 | 0.000 | 0.250 | 0.925 | 0.818 | 0.000 | 0.750 | 0.900 | 0.750 | 0.000 | 0.960 |
| | 0.891 | | | | 0.625 | | | | 0.906 | | | | 0.927 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & N Lyon Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-008
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N Lyon Ave | | | | N Lyon Ave | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 43 | 0 | 31 | 0 | 0 | 0 | 1 | 0 | 0 | 217 | 18 | 0 | 9 | 263 | 0 | 0 | 582 |
| 7:15 AM | 46 | 1 | 20 | 0 | 1 | 0 | 0 | 0 | 2 | 194 | 12 | 0 | 13 | 255 | 3 | 0 | 547 |
| 7:30 AM | 35 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 22 | 0 | 10 | 234 | 0 | 0 | 509 |
| 7:45 AM | 34 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 243 | 32 | 0 | 6 | 184 | 1 | 0 | 520 |
| 8:00 AM | 27 | 0 | 20 | 0 | 0 | 0 | 1 | 0 | 0 | 182 | 17 | 0 | 14 | 195 | 0 | 0 | 456 |
| 8:15 AM | 46 | 1 | 12 | 0 | 2 | 0 | 2 | 0 | 0 | 160 | 13 | 0 | 9 | 182 | 1 | 0 | 428 |
| 8:30 AM | 37 | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 20 | 0 | 8 | 183 | 1 | 0 | 423 |
| 8:45 AM | 21 | 0 | 10 | 0 | 2 | 1 | 1 | 0 | 2 | 160 | 16 | 0 | 11 | 159 | 1 | 0 | 384 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 289 | 4 | 134 | 0 | 5 | 1 | 5 | 0 | 4 | 1515 | 150 | 0 | 80 | 1655 | 7 | 0 | 3849 |
| **APPROACH %'s :** | 67.68% | 0.94% | 31.38% | 0.00% | 45.45% | 9.09% | 45.45% | 0.00% | 0.24% | 90.77% | 8.99% | 0.00% | 4.59% | 95.01% | 0.40% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 158 | 1 | 79 | 0 | 1 | 0 | 1 | 0 | 2 | 854 | 84 | 0 | 38 | 936 | 4 | 0 | 2158 |
| **PEAK HR FACTOR :** | 0.86 | 0.250 | 0.637 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.250 | 0.879 | 0.656 | 0.000 | 0.731 | 0.890 | 0.333 | 0.000 | 0.927 |
| | 0.804 | | | | 0.500 | | | | 0.855 | | | | 0.899 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 29 | 0 | 14 | 0 | 0 | 0 | 3 | 0 | 1 | 293 | 39 | 0 | 19 | 185 | 0 | 0 | 583 |
| 4:15 PM | 32 | 1 | 10 | 0 | 1 | 0 | 0 | 0 | 1 | 239 | 34 | 0 | 13 | 158 | 0 | 0 | 489 |
| 4:30 PM | 22 | 0 | 12 | 0 | 3 | 4 | 1 | 0 | 0 | 298 | 29 | 0 | 13 | 169 | 1 | 0 | 552 |
| 4:45 PM | 27 | 2 | 7 | 0 | 1 | 2 | 2 | 0 | 1 | 327 | 47 | 0 | 15 | 170 | 1 | 0 | 602 |
| 5:00 PM | 34 | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 310 | 43 | 0 | 10 | 186 | 1 | 0 | 597 |
| 5:15 PM | 38 | 0 | 8 | 0 | 1 | 1 | 1 | 0 | 0 | 271 | 35 | 0 | 7 | 205 | 0 | 0 | 567 |
| 5:30 PM | 20 | 0 | 15 | 0 | 0 | 0 | 1 | 0 | 2 | 297 | 37 | 0 | 17 | 153 | 0 | 0 | 542 |
| 5:45 PM | 21 | 1 | 13 | 0 | 0 | 0 | 2 | 0 | 0 | 248 | 33 | 0 | 14 | 168 | 0 | 0 | 500 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 223 | 4 | 91 | 0 | 6 | 8 | 10 | 0 | 5 | 2283 | 297 | 0 | 108 | 1394 | 3 | 0 | 4432 |
| **APPROACH %'s :** | 70.13% | 1.26% | 28.62% | 0.00% | 25.00% | 33.33% | 41.67% | 0.00% | 0.19% | 88.32% | 11.49% | 0.00% | 7.18% | 92.62% | 0.20% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 121 | 2 | 39 | 0 | 5 | 8 | 4 | 0 | 1 | 1206 | 154 | 0 | 45 | 730 | 3 | 0 | 2318 |
| **PEAK HR FACTOR :** | 0.80 | 0.250 | 0.813 | 0.000 | 0.417 | 0.500 | 0.500 | 0.000 | 0.250 | 0.922 | 0.819 | 0.000 | 0.750 | 0.890 | 0.750 | 0.000 | 0.963 |
| | 0.880 | | | | 0.531 | | | | 0.907 | | | | 0.917 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & N Lyon Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-008
**Date:** 5/8/2019

**HT**

| NS/EW Streets: | N Lyon Ave | | | | N Lyon Ave | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 3 | 0 | 0 | 17 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 9 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 8 | 0 | 0 | 1 | 6 | 0 | 0 | 17 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 4 | 0 | 0 | 16 |
| 8:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 1 | 4 | 0 | 0 | 15 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 6 | 0 | 0 | 15 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 14 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 11 | 0 | 0 | 15 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 63 | 4 | 0 | 2 | 44 | 0 | 0 | 118 |
| **APPROACH %'s :** | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | 33.33% | 66.67% | 0.00% | 0.00% | 94.03% | 5.97% | 0.00% | 4.35% | 95.65% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 38 | 1 | 0 | 1 | 16 | 0 | 0 | 59 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.792 | 0.250 | 0.000 | 0.250 | 0.667 | 0.000 | 0.000 | 0.868 |
| | 0.250 | | | | 0.250 | | | | 0.750 | | | | 0.607 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 7 | 0 | 0 | 16 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 6 | 0 | 0 | 12 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 10 |
| 4:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 11 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 11 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 5 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 9 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 1 | 6 | 0 | 0 | 15 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 34 | 8 | 0 | 1 | 35 | 0 | 0 | 89 |
| **APPROACH %'s :** | 66.67% | 33.33% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 8.70% | 73.91% | 17.39% | 0.00% | 2.78% | 97.22% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 15 | 3 | 0 | 0 | 12 | 0 | 0 | 37 |
| **PEAK HR FACTOR :** | 0.25 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.250 | 0.750 | 0.750 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.841 |
| | 0.250 | | | | 0.375 | | | | 0.833 | | | | 0.500 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & N Lyon Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-008
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | N Lyon Ave | | | | N Lyon Ave | | | | Ramona Expy | | | | Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | 0.250 | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & N Lyon Ave
**City:** San Jacinto
**Project ID:** 19-06063-008
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| **NS/EW Streets:** | N Lyon Ave | | N Lyon Ave | | Ramona Expy | | Ramona Expy | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **07:00 AM - 08:00 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **04:30 PM - 05:30 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# Ramona Expy & N Lyon Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-008
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:30 PM - 05:30 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### N Lyon Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 2 | 1 | 1 | 0 | 7 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 7 | 8 | 5 | 0 | 9 | PM |

### Ramona Expy — EASTBOUND

| AM | NOON | PM | | |
|---|---|---|---|---|
| 1112 | 0 | 871 | ⇦ | |
| 0 | 0 | 0 | ↶ | 0 |
| 2 | 0 | 3 | ↱ | 1 |
| 892 | 0 | 1221 | → | 1 |
| 85 | 0 | 157 | ↳ | 0 |
| AM | NOON | PM | | |

### Ramona Expy — WESTBOUND

| PM | NOON | AM | | |
|---|---|---|---|---|
| 3 | 0 | 4 | ↰ | 0 |
| 742 | 0 | 952 | ← | 2 |
| 45 | 0 | 39 | ↰ | 1 |
| 0 | 0 | 0 | ↰ | 0 |
| 1265 | 0 | 973 | ⇨ | |
| PM | NOON | AM | | |

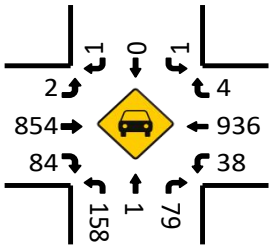
| | | | | |
|---|---|---|---|---|
| | 1 | 3 | 1 | 0 |
| | 0 | 1 | 3 | 1 |

| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 2217 AM | 0 NOON | 2355 PM |
| PHF | 0.93 | | 0.96 |

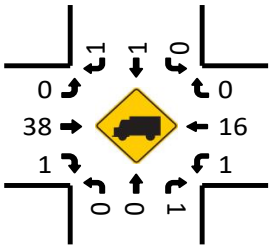
### N Lyon Ave — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 210 | 0 | 122 | 3 | 39 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 125 | 0 | 158 | 1 | 80 | AM |

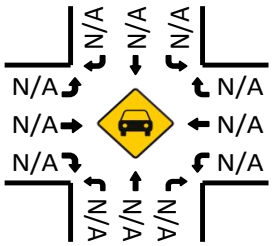
### Cars (AM)



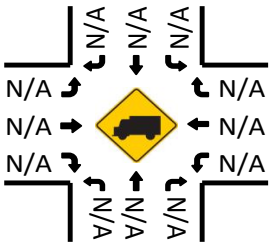

### HT (AM)



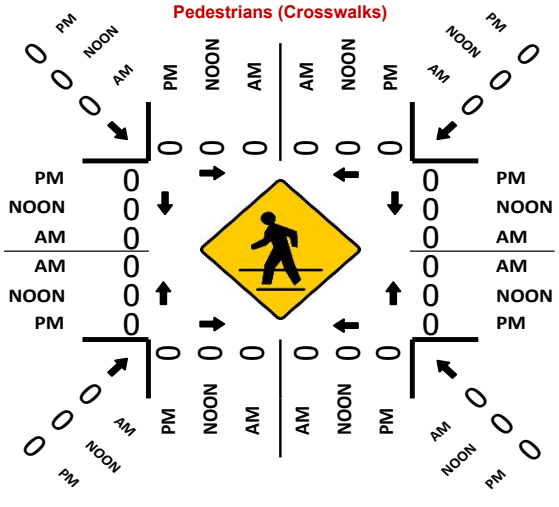

### Cars (NOON)



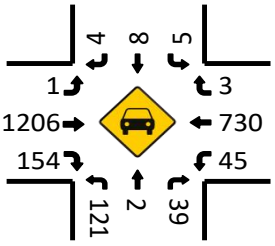

### HT (NOON)



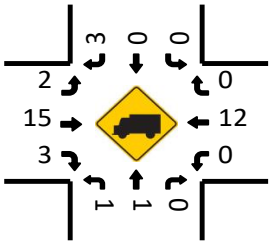

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Lyon Ave & Cottonwood Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-009
**Date:** 5/7/2019

## Total

| NS/EW Streets: | N Lyon Ave | | | | N Lyon Ave | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 7 | 45 | 7 | 0 | 3 | 23 | 12 | 0 | 31 | 93 | 3 | 1 | 5 | 52 | 7 | 0 | 289 |
| 7:15 AM | 4 | 32 | 10 | 0 | 6 | 28 | 31 | 0 | 24 | 104 | 6 | 0 | 4 | 86 | 1 | 0 | 336 |
| 7:30 AM | 5 | 48 | 8 | 0 | 2 | 31 | 23 | 0 | 18 | 91 | 2 | 0 | 9 | 85 | 1 | 0 | 323 |
| 7:45 AM | 7 | 39 | 9 | 0 | 3 | 40 | 26 | 0 | 31 | 79 | 15 | 0 | 9 | 69 | 8 | 0 | 335 |
| 8:00 AM | 4 | 35 | 11 | 0 | 4 | 41 | 39 | 0 | 13 | 59 | 5 | 0 | 4 | 65 | 2 | 0 | 282 |
| 8:15 AM | 10 | 50 | 4 | 0 | 4 | 27 | 27 | 0 | 16 | 59 | 6 | 0 | 4 | 58 | 2 | 0 | 267 |
| 8:30 AM | 11 | 34 | 8 | 0 | 4 | 35 | 18 | 0 | 18 | 47 | 9 | 0 | 8 | 71 | 7 | 0 | 270 |
| 8:45 AM | 4 | 25 | 6 | 0 | 1 | 29 | 16 | 0 | 7 | 52 | 6 | 0 | 5 | 36 | 3 | 0 | 190 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 52 | 308 | 63 | 0 | 27 | 254 | 192 | 0 | 158 | 584 | 52 | 1 | 48 | 522 | 31 | 0 | 2292 |
| **APPROACH %'s :** | 12.29% | 72.81% | 14.89% | 0.00% | 5.71% | 53.70% | 40.59% | 0.00% | 19.87% | 73.46% | 6.54% | 0.13% | 7.99% | 86.86% | 5.16% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 23 | 164 | 34 | 0 | 14 | 122 | 92 | 0 | 104 | 367 | 26 | 1 | 27 | 292 | 17 | 0 | 1283 |
| **PEAK HR FACTOR :** | 0.821 | 0.854 | 0.850 | 0.000 | 0.583 | 0.763 | 0.742 | 0.000 | 0.839 | 0.882 | 0.433 | 0.250 | 0.750 | 0.849 | 0.531 | 0.000 | 0.955 |
| | 0.906 | | | | 0.826 | | | | 0.929 | | | | 0.884 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 44 | 9 | 0 | 6 | 42 | 17 | 0 | 16 | 68 | 5 | 0 | 7 | 62 | 1 | 0 | 282 |
| 4:15 PM | 9 | 31 | 9 | 0 | 8 | 49 | 18 | 0 | 12 | 62 | 12 | 0 | 6 | 56 | 7 | 0 | 279 |
| 4:30 PM | 10 | 34 | 7 | 0 | 3 | 43 | 13 | 0 | 17 | 68 | 8 | 0 | 9 | 41 | 1 | 0 | 254 |
| 4:45 PM | 8 | 31 | 8 | 0 | 9 | 51 | 11 | 0 | 16 | 64 | 6 | 0 | 3 | 46 | 5 | 0 | 258 |
| 5:00 PM | 5 | 48 | 6 | 0 | 4 | 42 | 9 | 0 | 10 | 74 | 10 | 0 | 2 | 54 | 9 | 0 | 273 |
| 5:15 PM | 10 | 52 | 3 | 0 | 2 | 42 | 18 | 0 | 24 | 50 | 9 | 1 | 6 | 60 | 3 | 0 | 280 |
| 5:30 PM | 7 | 34 | 4 | 0 | 3 | 45 | 14 | 0 | 22 | 58 | 8 | 0 | 3 | 67 | 1 | 0 | 266 |
| 5:45 PM | 6 | 35 | 8 | 0 | 8 | 53 | 15 | 0 | 16 | 75 | 7 | 0 | 6 | 44 | 6 | 0 | 279 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 60 | 309 | 54 | 0 | 43 | 367 | 115 | 0 | 133 | 519 | 65 | 1 | 42 | 430 | 33 | 0 | 2171 |
| **APPROACH %'s :** | 14.18% | 73.05% | 12.77% | 0.00% | 8.19% | 69.90% | 21.90% | 0.00% | 18.52% | 72.28% | 9.05% | 0.14% | 8.32% | 85.15% | 6.53% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 28 | 169 | 21 | 0 | 17 | 182 | 56 | 0 | 72 | 257 | 34 | 1 | 17 | 225 | 19 | 0 | 1098 |
| **PEAK HR FACTOR :** | 0.700 | 0.813 | 0.656 | 0.000 | 0.531 | 0.858 | 0.778 | 0.000 | 0.750 | 0.857 | 0.850 | 0.250 | 0.708 | 0.840 | 0.528 | 0.000 | 0.980 |
| | 0.838 | | | | 0.839 | | | | 0.929 | | | | 0.919 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Lyon Ave & Cottonwood Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-009
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | N Lyon Ave | | | | N Lyon Ave | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 7 | 45 | 7 | 0 | 2 | 23 | 12 | 0 | 31 | 93 | 3 | 1 | 5 | 52 | 7 | 0 | 288 |
| 7:15 AM | 4 | 31 | 10 | 0 | 6 | 27 | 31 | 0 | 23 | 101 | 6 | 0 | 4 | 83 | 1 | 0 | 327 |
| 7:30 AM | 5 | 48 | 8 | 0 | 2 | 30 | 23 | 0 | 18 | 90 | 2 | 0 | 9 | 83 | 1 | 0 | 319 |
| 7:45 AM | 6 | 39 | 9 | 0 | 3 | 40 | 26 | 0 | 31 | 79 | 15 | 0 | 9 | 69 | 8 | 0 | 334 |
| 8:00 AM | 4 | 33 | 11 | 0 | 4 | 40 | 38 | 0 | 13 | 58 | 5 | 0 | 4 | 65 | 2 | 0 | 277 |
| 8:15 AM | 10 | 50 | 3 | 0 | 2 | 27 | 27 | 0 | 16 | 58 | 6 | 0 | 4 | 57 | 2 | 0 | 262 |
| 8:30 AM | 11 | 34 | 8 | 0 | 4 | 33 | 18 | 0 | 18 | 44 | 7 | 0 | 7 | 69 | 6 | 0 | 259 |
| 8:45 AM | 4 | 25 | 6 | 0 | 1 | 26 | 16 | 0 | 7 | 52 | 6 | 0 | 5 | 34 | 3 | 0 | 185 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 51 | 305 | 62 | 0 | 24 | 246 | 191 | 0 | 157 | 575 | 50 | 1 | 47 | 512 | 30 | 0 | 2251 |
| **APPROACH %'s :** | 12.20% | 72.97% | 14.83% | 0.00% | 5.21% | 53.36% | 41.43% | 0.00% | 20.05% | 73.44% | 6.39% | 0.13% | 7.98% | 86.93% | 5.09% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 22 | 163 | 34 | 0 | 13 | 120 | 92 | 0 | 103 | 363 | 26 | 1 | 27 | 287 | 17 | 0 | 1268 |
| **PEAK HR FACTOR :** | 0.79 | 0.849 | 0.850 | 0.000 | 0.542 | 0.750 | 0.742 | 0.000 | 0.831 | 0.899 | 0.433 | 0.250 | 0.750 | 0.864 | 0.531 | 0.000 | 0.949 |
| | 0.898 | | | | 0.815 | | | | 0.948 | | | | 0.890 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 44 | 9 | 0 | 6 | 41 | 17 | 0 | 16 | 68 | 5 | 0 | 6 | 62 | 1 | 0 | 280 |
| 4:15 PM | 9 | 31 | 9 | 0 | 8 | 45 | 17 | 0 | 12 | 60 | 11 | 0 | 6 | 53 | 6 | 0 | 267 |
| 4:30 PM | 10 | 32 | 7 | 0 | 3 | 43 | 13 | 0 | 17 | 67 | 8 | 0 | 7 | 41 | 1 | 0 | 249 |
| 4:45 PM | 8 | 31 | 8 | 0 | 9 | 50 | 11 | 0 | 16 | 64 | 6 | 0 | 3 | 46 | 5 | 0 | 257 |
| 5:00 PM | 4 | 48 | 5 | 0 | 4 | 42 | 9 | 0 | 10 | 74 | 10 | 0 | 2 | 54 | 9 | 0 | 271 |
| 5:15 PM | 10 | 52 | 3 | 0 | 2 | 42 | 18 | 0 | 24 | 50 | 9 | 1 | 6 | 60 | 3 | 0 | 280 |
| 5:30 PM | 7 | 34 | 4 | 0 | 3 | 44 | 14 | 0 | 22 | 57 | 8 | 0 | 3 | 66 | 1 | 0 | 263 |
| 5:45 PM | 6 | 35 | 8 | 0 | 8 | 53 | 15 | 0 | 16 | 74 | 7 | 0 | 6 | 44 | 6 | 0 | 278 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 59 | 307 | 53 | 0 | 43 | 360 | 114 | 0 | 133 | 514 | 64 | 1 | 39 | 426 | 32 | 0 | 2145 |
| **APPROACH %'s :** | 14.08% | 73.27% | 12.65% | 0.00% | 8.32% | 69.63% | 22.05% | 0.00% | 18.68% | 72.19% | 8.99% | 0.14% | 7.85% | 85.71% | 6.44% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 27 | 169 | 20 | 0 | 17 | 181 | 56 | 0 | 72 | 255 | 34 | 1 | 17 | 224 | 19 | 0 | 1092 |
| **PEAK HR FACTOR :** | 0.68 | 0.813 | 0.625 | 0.000 | 0.531 | 0.854 | 0.778 | 0.000 | 0.750 | 0.861 | 0.850 | 0.250 | 0.708 | 0.848 | 0.528 | 0.000 | 0.975 |
| | 0.831 | | | | 0.836 | | | | 0.933 | | | | 0.929 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Lyon Ave & Cottonwood Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-009
**Date:** 5/7/2019

**HT**

| **NS/EW Streets:** | N Lyon Ave | | | | N Lyon Ave | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 9 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:15 AM | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 2 | 1 | 0 | 11 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 3 | 1 | 0 | 3 | 8 | 1 | 0 | 1 | 9 | 2 | 0 | 1 | 10 | 1 | 0 | 41 |
| **APPROACH %'s :** | 20.00% | 60.00% | 20.00% | 0.00% | 25.00% | 66.67% | 8.33% | 0.00% | 8.33% | 75.00% | 16.67% | 0.00% | 8.33% | 83.33% | 8.33% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 15 |
| **PEAK HR FACTOR :** | 0.250 | 0.250 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.250 | 0.333 | 0.000 | 0.000 | 0.000 | 0.417 | 0.000 | 0.000 | 0.417 |
| | 0.500 | | | | 0.750 | | | | 0.313 | | | | 0.417 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 12 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 5 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 2 | 1 | 0 | 0 | 7 | 1 | 0 | 0 | 5 | 1 | 0 | 3 | 4 | 1 | 0 | 26 |
| **APPROACH %'s :** | 25.00% | 50.00% | 25.00% | 0.00% | 0.00% | 87.50% | 12.50% | 0.00% | 0.00% | 83.33% | 16.67% | 0.00% | 37.50% | 50.00% | 12.50% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.25 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 |
| | 0.250 | | | | 0.250 | | | | 0.500 | | | | 0.250 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Lyon Ave & Cottonwood Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-009
**Date:** 5/7/2019

**Bikes**

| NS/EW Streets: | N Lyon Ave | | | | N Lyon Ave | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **APPROACH %'s :** | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | | | | | | | | | | 0.500 | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| **APPROACH %'s :** | | | | | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | | | | | 0.250 | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Lyon Ave & Cottonwood Ave
**City:** San Jacinto
**Project ID:** 19-06063-009
**Date:** 5/7/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | N Lyon Ave | | N Lyon Ave | | Cottonwood Ave | | Cottonwood Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **APPROACH %'s :** | 100.00% | 0.00% | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.500 | | | | | | | | 0.500 |
| | 0.500 | | | | | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 100.00% | | | | | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# N Lyon Ave & Cottonwood Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-009
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 05:00 PM - 06:00 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### N Lyon Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 92 | 122 | 14 | 0 | 285 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 56 | 182 | 17 | 0 | 260 | PM |

### Cottonwood Ave — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 408 | 0 | 310 | |
| 1 | 0 | 1 | 0 |
| 104 | 0 | 72 | 1 |
| 367 | 0 | 257 | 1 |
| 26 | 0 | 34 | 0 |
| AM | NOON | PM | |

### CONTROL

4-Way Stop

| | | | |
|---|---|---|---|
| TEV | 1283 AM | 0 NOON | 1098 PM |
| PHF | 0.95 | | 0.98 |

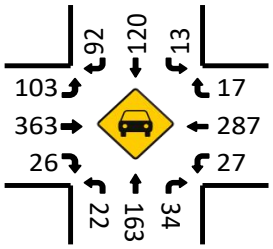
### WESTBOUND — Cottonwood Ave

| PM | NOON | AM | |
|---|---|---|---|
| 19 | 0 | 17 | 0 |
| 225 | 0 | 292 | 1 |
| 17 | 0 | 27 | 0 |
| 0 | 0 | 0 | 0 |
| 295 | 0 | 415 | |
| PM | NOON | AM | |

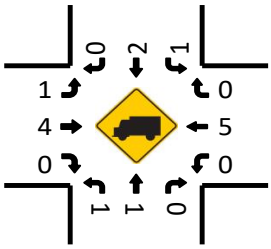
### N Lyon Ave — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 233 | 0 | 28 | 169 | 21 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 175 | 0 | 23 | 164 | 34 | AM |

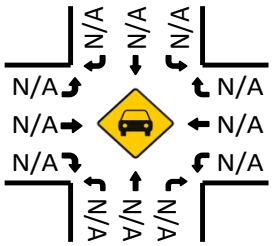
Cars (AM)



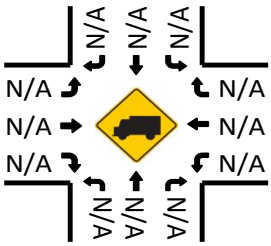

HT (AM)



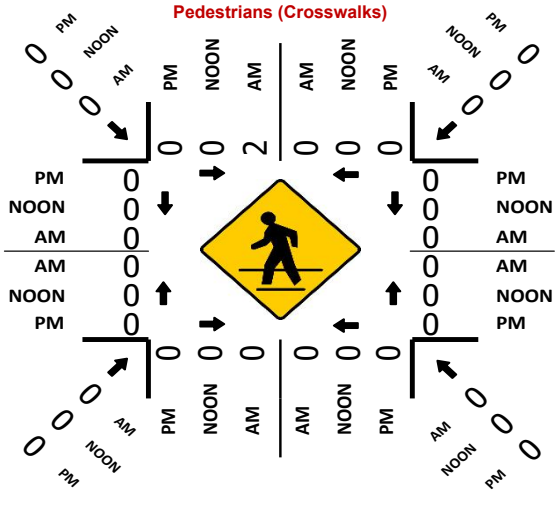

Cars (NOON)




HT (NOON)




Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
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2
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National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Lyon Ave & 7th St
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-010
**Date:** 5/7/2019

**Total**

| NS/EW Streets: | S Lyon Ave | | | | S Lyon Ave | | | | 7th St | | | | 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 0.5 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 9 | 46 | 17 | 0 | 12 | 20 | 3 | 0 | 1 | 56 | 4 | 0 | 10 | 52 | 6 | 0 | 236 |
| 7:15 AM | 5 | 34 | 12 | 0 | 5 | 30 | 3 | 0 | 1 | 57 | 5 | 0 | 14 | 65 | 5 | 0 | 236 |
| 7:30 AM | 6 | 40 | 13 | 0 | 5 | 29 | 3 | 0 | 4 | 59 | 3 | 0 | 4 | 63 | 8 | 0 | 237 |
| 7:45 AM | 11 | 41 | 19 | 0 | 11 | 52 | 2 | 0 | 8 | 78 | 3 | 0 | 11 | 72 | 6 | 0 | 314 |
| 8:00 AM | 10 | 38 | 4 | 0 | 9 | 39 | 4 | 0 | 1 | 44 | 2 | 0 | 10 | 70 | 9 | 0 | 240 |
| 8:15 AM | 4 | 52 | 11 | 0 | 7 | 33 | 0 | 0 | 2 | 54 | 9 | 0 | 7 | 61 | 7 | 0 | 247 |
| 8:30 AM | 9 | 41 | 9 | 0 | 9 | 39 | 5 | 0 | 1 | 57 | 6 | 0 | 5 | 52 | 10 | 0 | 243 |
| 8:45 AM | 8 | 29 | 17 | 0 | 2 | 34 | 5 | 0 | 0 | 50 | 7 | 0 | 15 | 58 | 7 | 0 | 232 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 62 | 321 | 102 | 0 | 60 | 276 | 25 | 0 | 18 | 455 | 39 | 0 | 76 | 493 | 58 | 0 | 1985 |
| **APPROACH %'s :** | 12.78% | 66.19% | 21.03% | 0.00% | 16.62% | 76.45% | 6.93% | 0.00% | 3.52% | 88.87% | 7.62% | 0.00% | 12.12% | 78.63% | 9.25% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 34 | 172 | 43 | 0 | 36 | 163 | 11 | 0 | 12 | 233 | 20 | 0 | 33 | 255 | 32 | 0 | 1044 |
| **PEAK HR FACTOR :** | 0.773 | 0.827 | 0.566 | 0.000 | 0.818 | 0.784 | 0.550 | 0.000 | 0.375 | 0.747 | 0.556 | 0.000 | 0.750 | 0.885 | 0.800 | 0.000 | 0.831 |
| | 0.877 | | | | 0.808 | | | | 0.744 | | | | 0.899 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 0.5 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 13 | 52 | 17 | 0 | 8 | 44 | 1 | 0 | 1 | 57 | 8 | 0 | 10 | 91 | 12 | 0 | 314 |
| 4:15 PM | 9 | 42 | 6 | 0 | 9 | 59 | 3 | 0 | 4 | 69 | 7 | 0 | 16 | 77 | 6 | 0 | 307 |
| 4:30 PM | 10 | 45 | 9 | 0 | 4 | 53 | 1 | 0 | 1 | 72 | 6 | 0 | 18 | 66 | 13 | 0 | 298 |
| 4:45 PM | 7 | 36 | 11 | 0 | 13 | 47 | 5 | 0 | 0 | 64 | 4 | 0 | 14 | 67 | 8 | 0 | 276 |
| 5:00 PM | 8 | 53 | 11 | 0 | 10 | 47 | 2 | 0 | 5 | 67 | 4 | 0 | 11 | 97 | 11 | 0 | 326 |
| 5:15 PM | 11 | 50 | 9 | 0 | 10 | 43 | 3 | 0 | 4 | 59 | 5 | 0 | 9 | 73 | 8 | 0 | 284 |
| 5:30 PM | 10 | 34 | 6 | 0 | 6 | 45 | 2 | 0 | 4 | 58 | 4 | 0 | 12 | 65 | 10 | 0 | 256 |
| 5:45 PM | 3 | 42 | 10 | 0 | 11 | 50 | 3 | 0 | 2 | 65 | 14 | 0 | 16 | 53 | 4 | 0 | 273 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 71 | 354 | 79 | 0 | 71 | 388 | 20 | 0 | 21 | 511 | 52 | 0 | 106 | 589 | 72 | 0 | 2334 |
| **APPROACH %'s :** | 14.09% | 70.24% | 15.67% | 0.00% | 14.82% | 81.00% | 4.18% | 0.00% | 3.60% | 87.50% | 8.90% | 0.00% | 13.82% | 76.79% | 9.39% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 34 | 176 | 37 | 0 | 36 | 206 | 11 | 0 | 10 | 272 | 21 | 0 | 59 | 307 | 38 | 0 | 1207 |
| **PEAK HR FACTOR :** | 0.850 | 0.830 | 0.841 | 0.000 | 0.692 | 0.873 | 0.550 | 0.000 | 0.500 | 0.944 | 0.750 | 0.000 | 0.819 | 0.791 | 0.731 | 0.000 | 0.926 |
| | 0.858 | | | | 0.891 | | | | 0.947 | | | | 0.849 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Lyon Ave & 7th St
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-010
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | S Lyon Ave | | | | S Lyon Ave | | | | 7th St | | | | 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 0.5 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 9 | 46 | 16 | 0 | 12 | 20 | 3 | 0 | 1 | 56 | 4 | 0 | 10 | 51 | 6 | 0 | 234 |
| 7:15 AM | 5 | 34 | 11 | 0 | 4 | 30 | 3 | 0 | 1 | 56 | 4 | 0 | 14 | 65 | 4 | 0 | 231 |
| 7:30 AM | 6 | 40 | 13 | 0 | 5 | 28 | 3 | 0 | 4 | 59 | 3 | 0 | 4 | 61 | 8 | 0 | 234 |
| 7:45 AM | 11 | 40 | 19 | 0 | 10 | 52 | 2 | 0 | 8 | 75 | 3 | 0 | 10 | 69 | 5 | 0 | 304 |
| 8:00 AM | 10 | 38 | 3 | 0 | 9 | 38 | 4 | 0 | 1 | 43 | 1 | 0 | 10 | 68 | 8 | 0 | 233 |
| 8:15 AM | 4 | 52 | 10 | 0 | 7 | 33 | 0 | 0 | 2 | 54 | 9 | 0 | 7 | 60 | 6 | 0 | 244 |
| 8:30 AM | 9 | 41 | 9 | 0 | 8 | 35 | 5 | 0 | 1 | 56 | 4 | 0 | 5 | 50 | 10 | 0 | 233 |
| 8:45 AM | 8 | 28 | 16 | 0 | 2 | 31 | 5 | 0 | 0 | 48 | 7 | 0 | 15 | 58 | 7 | 0 | 225 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 62 | 319 | 97 | 0 | 57 | 267 | 25 | 0 | 18 | 447 | 35 | 0 | 75 | 482 | 54 | 0 | 1938 |
| **APPROACH %'s :** | 12.97% | 66.74% | 20.29% | 0.00% | 16.33% | 76.50% | 7.16% | 0.00% | 3.60% | 89.40% | 7.00% | 0.00% | 12.27% | 78.89% | 8.84% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 34 | 171 | 41 | 0 | 34 | 158 | 11 | 0 | 12 | 228 | 17 | 0 | 32 | 247 | 29 | 0 | 1014 |
| **PEAK HR FACTOR :** | 0.77 | 0.822 | 0.539 | 0.000 | 0.850 | 0.760 | 0.550 | 0.000 | 0.375 | 0.760 | 0.472 | 0.000 | 0.800 | 0.895 | 0.725 | 0.000 | 0.834 |
| | 0.879 | | | | 0.793 | | | | 0.747 | | | | 0.895 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 0.5 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 13 | 52 | 17 | 0 | 8 | 42 | 1 | 0 | 1 | 57 | 7 | 0 | 10 | 90 | 11 | 0 | 309 |
| 4:15 PM | 9 | 42 | 6 | 0 | 9 | 55 | 3 | 0 | 4 | 68 | 7 | 0 | 15 | 75 | 6 | 0 | 299 |
| 4:30 PM | 10 | 45 | 9 | 0 | 4 | 52 | 1 | 0 | 1 | 72 | 6 | 0 | 18 | 65 | 11 | 0 | 294 |
| 4:45 PM | 7 | 36 | 10 | 0 | 13 | 46 | 5 | 0 | 0 | 63 | 4 | 0 | 14 | 65 | 8 | 0 | 271 |
| 5:00 PM | 8 | 52 | 11 | 0 | 10 | 46 | 1 | 0 | 5 | 66 | 4 | 0 | 11 | 97 | 10 | 0 | 321 |
| 5:15 PM | 11 | 50 | 9 | 0 | 10 | 43 | 3 | 0 | 4 | 59 | 5 | 0 | 9 | 72 | 8 | 0 | 283 |
| 5:30 PM | 10 | 34 | 6 | 0 | 6 | 44 | 2 | 0 | 4 | 58 | 4 | 0 | 12 | 64 | 10 | 0 | 254 |
| 5:45 PM | 3 | 42 | 10 | 0 | 11 | 50 | 3 | 0 | 2 | 65 | 14 | 0 | 15 | 53 | 4 | 0 | 272 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 71 | 353 | 78 | 0 | 71 | 378 | 19 | 0 | 21 | 508 | 51 | 0 | 104 | 581 | 68 | 0 | 2303 |
| **APPROACH %'s :** | 14.14% | 70.32% | 15.54% | 0.00% | 15.17% | 80.77% | 4.06% | 0.00% | 3.62% | 87.59% | 8.79% | 0.00% | 13.81% | 77.16% | 9.03% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 34 | 175 | 36 | 0 | 36 | 199 | 10 | 0 | 10 | 269 | 21 | 0 | 58 | 302 | 35 | 0 | 1185 |
| **PEAK HR FACTOR :** | 0.85 | 0.841 | 0.818 | 0.000 | 0.692 | 0.905 | 0.500 | 0.000 | 0.500 | 0.934 | 0.750 | 0.000 | 0.806 | 0.778 | 0.795 | 0.000 | 0.923 |
| | 0.863 | | | | 0.914 | | | | 0.949 | | | | 0.837 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Lyon Ave & 7th St
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-010
**Date:** 5/7/2019

**HT**

| **NS/EW Streets:** | S Lyon Ave | | | | S Lyon Ave | | | | 7th St | | | | 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 0.5 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 7:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 5 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 7:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 1 | 0 | 10 |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 7 |
| 8:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 10 |
| 8:45 AM | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 2 | 5 | 0 | 3 | 9 | 0 | 0 | 0 | 8 | 4 | 0 | 1 | 11 | 4 | 0 | 47 |
| **APPROACH %'s :** | 0.00% | 28.57% | 71.43% | 0.00% | 25.00% | 75.00% | 0.00% | 0.00% | 0.00% | 66.67% | 33.33% | 0.00% | 6.25% | 68.75% | 25.00% | 0.00% | |
| **PEAK HR :** | **07:45 AM - 08:45 AM** | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 2 | 0 | 2 | 5 | 0 | 0 | 0 | 5 | 3 | 0 | 1 | 8 | 3 | 0 | 30 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.500 | 0.000 | 0.500 | 0.313 | 0.000 | 0.000 | 0.000 | 0.417 | 0.375 | 0.000 | 0.250 | 0.667 | 0.750 | 0.000 | 0.750 |
| | | 0.750 | | | | 0.350 | | | | 0.667 | | | | 0.600 | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 0.5 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 5 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 8 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 4 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 1 | 0 | 0 | 10 | 1 | 0 | 0 | 3 | 1 | 0 | 2 | 8 | 4 | 0 | 31 |
| **APPROACH %'s :** | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | 90.91% | 9.09% | 0.00% | 0.00% | 75.00% | 25.00% | 0.00% | 14.29% | 57.14% | 28.57% | 0.00% | |
| **PEAK HR :** | **04:15 PM - 05:15 PM** | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 1 | 0 | 0 | 7 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 5 | 3 | 0 | 22 |
| **PEAK HR FACTOR :** | 0.00 | 0.250 | 0.250 | 0.000 | 0.000 | 0.438 | 0.250 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.250 | 0.625 | 0.375 | 0.000 | 0.688 |
| | | 0.500 | | | | 0.500 | | | | 0.750 | | | | 0.750 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Lyon Ave & 7th St
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-010
**Date:** 5/7/2019

## Bikes

| NS/EW Streets: | S Lyon Ave | | | | S Lyon Ave | | | | 7th St | | | | 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0.5 | 0.5 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| **APPROACH %'s :** | | | | | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 0.5 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Lyon Ave & 7th St
**City:** San Jacinto
**Project ID:** 19-06063-010
**Date:** 5/7/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | S Lyon Ave | | S Lyon Ave | | 7th St | | 7th St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 0 | 2 | 1 | 0 | 2 | 0 | 6 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 2 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 10 |
| **APPROACH %'s :** | 50.00% | 50.00% | 0.00% | 100.00% | 100.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 1 | 0 | 2 | 1 | 0 | 3 | 0 | 9 |
| **PEAK HR FACTOR :** | 0.250 | 0.250 | | 0.250 | 0.250 | | 0.375 | | 0.375 |
| | 0.375 | | 0.250 | | 0.250 | | 0.375 | | |

Prepared by National Data & Surveying Services

# S Lyon Ave & 7th St

## Peak Hour Turning Movement Count

**ID:** 19-06063-010
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

| PEAK HOURS | |
|---|---|
| AM | 07:45 AM - 08:45 AM |
| NOON | NONE |
| PM | 04:15 PM - 05:15 PM |

| COUNT PERIODS | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### S Lyon Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 11 | 163 | 36 | 0 | 216 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 11 | 206 | 36 | 0 | 224 | PM |

### 7th St — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 300 | 0 | 352 | |
| 0 | 0 | 0 | 0 |
| 12 | 0 | 10 | 1 |
| 233 | 0 | 272 | 0.5 |
| 20 | 0 | 21 | 0.5 |

### 7th St — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 38 | 0 | 32 | 0 |
| 307 | 0 | 255 | 1 |
| 59 | 0 | 33 | 0 |
| 0 | 0 | 0 | 0 |
| 345 | 0 | 312 | |

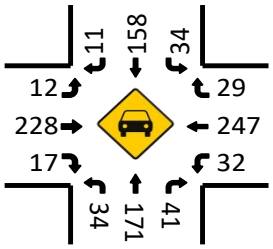
**CONTROL:** 4-Way Stop

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 1044 | 0 | 1207 |
| PHF | 0.83 | | 0.93 |

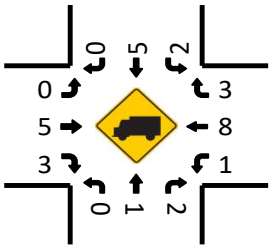
### S Lyon Ave — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 286 | 0 | 34 | 176 | 37 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 216 | 0 | 34 | 172 | 43 | AM |

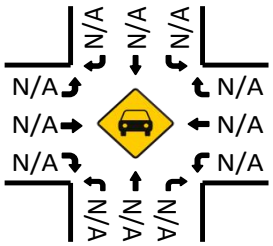
Cars (AM)



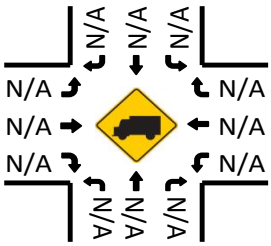

HT (AM)



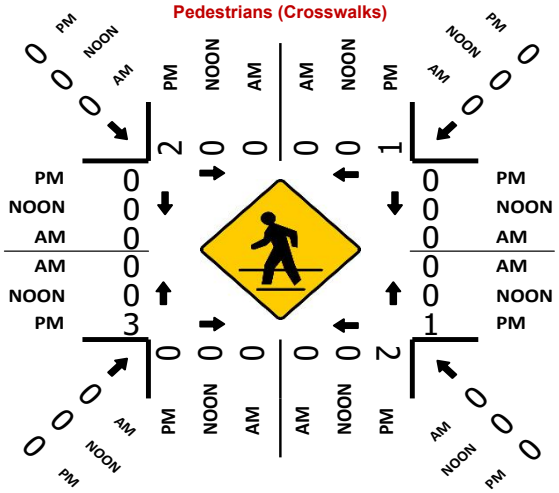

Cars (NOON)




HT (NOON)




Pedestrians (Crosswalks)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National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Lyon Ave & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-011
**Date:** 5/7/2019

**Total**

| NS/EW Streets: | Lyon Ave | | | | Lyon Ave | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 5 | 40 | 15 | 0 | 9 | 36 | 11 | 0 | 3 | 56 | 3 | 0 | 10 | 62 | 9 | 0 | 259 |
| 7:15 AM | 3 | 42 | 10 | 0 | 7 | 55 | 15 | 0 | 6 | 55 | 6 | 0 | 15 | 77 | 6 | 0 | 297 |
| 7:30 AM | 4 | 40 | 15 | 0 | 12 | 36 | 13 | 0 | 4 | 82 | 3 | 0 | 12 | 86 | 13 | 0 | 320 |
| 7:45 AM | 6 | 37 | 13 | 0 | 9 | 34 | 4 | 0 | 2 | 95 | 5 | 0 | 11 | 76 | 14 | 0 | 306 |
| 8:00 AM | 4 | 30 | 7 | 0 | 14 | 34 | 7 | 0 | 8 | 89 | 3 | 0 | 10 | 68 | 17 | 0 | 291 |
| 8:15 AM | 5 | 35 | 10 | 0 | 8 | 50 | 11 | 0 | 9 | 80 | 3 | 0 | 11 | 74 | 11 | 0 | 307 |
| 8:30 AM | 2 | 36 | 11 | 0 | 8 | 43 | 11 | 0 | 1 | 63 | 4 | 0 | 12 | 102 | 16 | 0 | 309 |
| 8:45 AM | 2 | 31 | 9 | 0 | 10 | 44 | 8 | 0 | 7 | 77 | 1 | 0 | 18 | 77 | 1 | 0 | 285 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 31 | 291 | 90 | 0 | 77 | 332 | 80 | 0 | 40 | 597 | 28 | 0 | 99 | 622 | 87 | 0 | 2374 |
| **APPROACH %'s :** | 7.52% | 70.63% | 21.84% | 0.00% | 15.75% | 67.89% | 16.36% | 0.00% | 6.02% | 89.77% | 4.21% | 0.00% | 12.25% | 76.98% | 10.77% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 19 | 142 | 45 | 0 | 43 | 154 | 35 | 0 | 23 | 346 | 14 | 0 | 44 | 304 | 55 | 0 | 1224 |
| **PEAK HR FACTOR :** | 0.792 | 0.888 | 0.750 | 0.000 | 0.768 | 0.770 | 0.673 | 0.000 | 0.639 | 0.911 | 0.700 | 0.000 | 0.917 | 0.884 | 0.809 | 0.000 | 0.956 |
| | 0.873 | | | | 0.841 | | | | 0.939 | | | | 0.908 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 3 | 46 | 17 | 0 | 19 | 56 | 10 | 0 | 13 | 112 | 3 | 0 | 18 | 88 | 16 | 0 | 401 |
| 4:15 PM | 6 | 39 | 28 | 0 | 9 | 65 | 4 | 0 | 1 | 89 | 5 | 0 | 24 | 78 | 19 | 0 | 367 |
| 4:30 PM | 4 | 47 | 26 | 0 | 8 | 56 | 3 | 0 | 6 | 97 | 11 | 0 | 15 | 100 | 18 | 0 | 391 |
| 4:45 PM | 4 | 62 | 11 | 0 | 8 | 56 | 7 | 0 | 5 | 105 | 5 | 0 | 13 | 86 | 11 | 0 | 373 |
| 5:00 PM | 9 | 50 | 15 | 0 | 12 | 45 | 6 | 0 | 4 | 83 | 4 | 0 | 15 | 91 | 15 | 0 | 349 |
| 5:15 PM | 11 | 47 | 19 | 0 | 10 | 51 | 14 | 0 | 10 | 110 | 7 | 0 | 22 | 91 | 20 | 0 | 412 |
| 5:30 PM | 8 | 46 | 12 | 0 | 18 | 60 | 1 | 0 | 2 | 105 | 8 | 0 | 18 | 92 | 16 | 0 | 386 |
| 5:45 PM | 5 | 34 | 26 | 0 | 7 | 44 | 12 | 0 | 9 | 95 | 3 | 0 | 14 | 102 | 15 | 0 | 366 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 50 | 371 | 154 | 0 | 91 | 433 | 57 | 0 | 50 | 796 | 46 | 0 | 139 | 728 | 130 | 0 | 3045 |
| **APPROACH %'s :** | 8.70% | 64.52% | 26.78% | 0.00% | 15.66% | 74.53% | 9.81% | 0.00% | 5.61% | 89.24% | 5.16% | 0.00% | 13.94% | 73.02% | 13.04% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 17 | 194 | 82 | 0 | 44 | 233 | 24 | 0 | 25 | 403 | 24 | 0 | 70 | 352 | 64 | 0 | 1532 |
| **PEAK HR FACTOR :** | 0.708 | 0.782 | 0.732 | 0.000 | 0.579 | 0.896 | 0.600 | 0.000 | 0.481 | 0.900 | 0.545 | 0.000 | 0.729 | 0.880 | 0.842 | 0.000 | 0.955 |
| | 0.951 | | | | 0.885 | | | | 0.883 | | | | 0.914 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Lyon Ave & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-011
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | Lyon Ave | | | | Lyon Ave | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 5 | 40 | 14 | 0 | 9 | 36 | 11 | 0 | 3 | 53 | 3 | 0 | 10 | 60 | 9 | 0 | 253 |
| 7:15 AM | 2 | 42 | 10 | 0 | 7 | 54 | 15 | 0 | 5 | 54 | 6 | 0 | 15 | 75 | 6 | 0 | 291 |
| 7:30 AM | 4 | 40 | 15 | 0 | 12 | 36 | 13 | 0 | 4 | 82 | 3 | 0 | 12 | 86 | 13 | 0 | 320 |
| 7:45 AM | 6 | 36 | 13 | 0 | 9 | 34 | 4 | 0 | 2 | 93 | 5 | 0 | 11 | 74 | 14 | 0 | 301 |
| 8:00 AM | 4 | 30 | 7 | 0 | 13 | 34 | 6 | 0 | 7 | 88 | 3 | 0 | 10 | 68 | 17 | 0 | 287 |
| 8:15 AM | 5 | 35 | 10 | 0 | 8 | 49 | 11 | 0 | 9 | 77 | 3 | 0 | 11 | 71 | 11 | 0 | 300 |
| 8:30 AM | 2 | 36 | 11 | 0 | 8 | 40 | 10 | 0 | 1 | 62 | 4 | 0 | 12 | 98 | 16 | 0 | 300 |
| 8:45 AM | 2 | 29 | 9 | 0 | 10 | 38 | 8 | 0 | 7 | 75 | 1 | 0 | 17 | 75 | 1 | 0 | 272 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 30 | 288 | 89 | 0 | 76 | 321 | 78 | 0 | 38 | 584 | 28 | 0 | 98 | 607 | 87 | 0 | 2324 |
| **APPROACH %'s :** | 7.37% | 70.76% | 21.87% | 0.00% | 16.00% | 67.58% | 16.42% | 0.00% | 5.85% | 89.85% | 4.31% | 0.00% | 12.37% | 76.64% | 10.98% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 19 | 141 | 45 | 0 | 42 | 153 | 34 | 0 | 22 | 340 | 14 | 0 | 44 | 299 | 55 | 0 | 1208 |
| **PEAK HR FACTOR :** | 0.79 | 0.881 | 0.750 | 0.000 | 0.808 | 0.781 | 0.654 | 0.000 | 0.611 | 0.914 | 0.700 | 0.000 | 0.917 | 0.869 | 0.809 | 0.000 | 0.944 |
| | 0.869 | | | | 0.842 | | | | 0.940 | | | | 0.896 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 3 | 46 | 16 | 0 | 19 | 52 | 10 | 0 | 13 | 111 | 3 | 0 | 18 | 86 | 16 | 0 | 393 |
| 4:15 PM | 6 | 39 | 28 | 0 | 9 | 63 | 3 | 0 | 1 | 89 | 5 | 0 | 23 | 78 | 17 | 0 | 361 |
| 4:30 PM | 4 | 46 | 26 | 0 | 8 | 56 | 3 | 0 | 6 | 96 | 11 | 0 | 15 | 99 | 18 | 0 | 388 |
| 4:45 PM | 4 | 62 | 10 | 0 | 8 | 53 | 7 | 0 | 5 | 103 | 5 | 0 | 13 | 85 | 11 | 0 | 366 |
| 5:00 PM | 9 | 50 | 15 | 0 | 12 | 45 | 6 | 0 | 4 | 83 | 4 | 0 | 15 | 91 | 15 | 0 | 349 |
| 5:15 PM | 11 | 47 | 19 | 0 | 10 | 51 | 14 | 0 | 9 | 109 | 7 | 0 | 22 | 91 | 20 | 0 | 410 |
| 5:30 PM | 8 | 46 | 11 | 0 | 18 | 59 | 1 | 0 | 2 | 105 | 8 | 0 | 18 | 91 | 16 | 0 | 383 |
| 5:45 PM | 5 | 34 | 26 | 0 | 7 | 44 | 12 | 0 | 9 | 95 | 3 | 0 | 14 | 102 | 15 | 0 | 366 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 50 | 370 | 151 | 0 | 91 | 423 | 56 | 0 | 49 | 791 | 46 | 0 | 138 | 723 | 128 | 0 | 3016 |
| **APPROACH %'s :** | 8.76% | 64.80% | 26.44% | 0.00% | 15.96% | 74.21% | 9.82% | 0.00% | 5.53% | 89.28% | 5.19% | 0.00% | 13.95% | 73.10% | 12.94% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 17 | 193 | 80 | 0 | 44 | 224 | 23 | 0 | 25 | 399 | 24 | 0 | 69 | 348 | 62 | 0 | 1508 |
| **PEAK HR FACTOR :** | 0.71 | 0.778 | 0.714 | 0.000 | 0.579 | 0.889 | 0.575 | 0.000 | 0.481 | 0.899 | 0.545 | 0.000 | 0.750 | 0.879 | 0.861 | 0.000 | 0.959 |
| | 0.954 | | | | 0.898 | | | | 0.882 | | | | 0.907 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Lyon Ave & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-011
**Date:** 5/7/2019

**HT**

| **NS/EW Streets:** | Lyon Ave | | | | Lyon Ave | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| 7:15 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 8:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 7 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 9 |
| 8:45 AM | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 13 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 3 | 1 | 0 | 1 | 11 | 2 | 0 | 2 | 13 | 0 | 0 | 1 | 15 | 0 | 0 | 50 |
| **APPROACH %'s :** | 20.00% | 60.00% | 20.00% | 0.00% | 7.14% | 78.57% | 14.29% | 0.00% | 13.33% | 86.67% | 0.00% | 0.00% | 6.25% | 93.75% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 5 | 0 | 0 | 16 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.000 | 0.417 | 0.000 | 0.000 | 0.571 |
| | 0.250 | | | | 0.375 | | | | 0.583 | | | | 0.417 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 8 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 6 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 3 | 0 | 0 | 10 | 1 | 0 | 1 | 5 | 0 | 0 | 1 | 5 | 2 | 0 | 29 |
| **APPROACH %'s :** | 0.00% | 25.00% | 75.00% | 0.00% | 0.00% | 90.91% | 9.09% | 0.00% | 16.67% | 83.33% | 0.00% | 0.00% | 12.50% | 62.50% | 25.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 2 | 0 | 0 | 9 | 1 | 0 | 0 | 4 | 0 | 0 | 1 | 4 | 2 | 0 | 24 |
| **PEAK HR FACTOR :** | 0.00 | 0.250 | 0.500 | 0.000 | 0.000 | 0.563 | 0.250 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.250 | 0.500 | 0.250 | 0.000 | 0.750 |
| | 0.750 | | | | 0.625 | | | | 0.500 | | | | 0.583 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Lyon Ave & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-011
**Date:** 5/7/2019

## Bikes

| NS/EW Streets: | Lyon Ave | | | | Lyon Ave | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | | | | | 0.250 | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Lyon Ave & W Esplanade Ave
**City:** San Jacinto
**Project ID:** 19-06063-011
**Date:** 5/7/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Lyon Ave | | Lyon Ave | | W Esplanade Ave | | W Esplanade Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 0.00% | 100.00% | | | | | | | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 100.00% | 0.00% | | | | | | | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.250 | | | | | | | | 0.250 |
| | 0.250 | | | | | | | | |

Prepared by National Data & Surveying Services

# Lyon Ave & W Esplanade Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-011
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

**PEAK HOURS**

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### Lyon Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 35 | 154 | 43 | 0 | 220 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 24 | 233 | 44 | 0 | 283 | PM |

### W Esplanade Ave — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 358 | 0 | 393 | |
| 0 | 0 | 0 | 0 |
| 23 | 0 | 25 | 1 |
| 346 | 0 | 403 | 1 |
| 14 | 0 | 24 | 1 |

### W Esplanade Ave — WESTBOUND

| | PM | NOON | AM |
|---|---|---|---|
| 1 | 64 | 0 | 55 |
| 1 | 352 | 0 | 304 |
| 1 | 70 | 0 | 44 |
| 0 | 0 | 0 | 0 |
| | 529 | 0 | 434 |

### Lyon Ave — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 327 | 0 | 17 | 194 | 82 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 212 | 0 | 19 | 142 | 45 | AM |

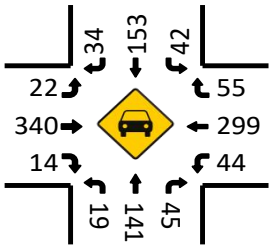
| | | | |
|---|---|---|---|
| 0 | 1 | 1 | 1 |

| | | | |
|---|---|---|---|
| 1 | 1 | 1 | 0 |

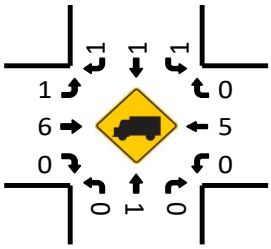
**CONTROL:** Signalized

| | | | |
|---|---|---|---|
| TEV | 1224 | 0 | 1532 |
| | AM | NOON | PM |
| PHF | 0.96 | | 0.96 |

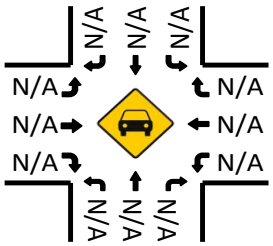
### Cars (AM)



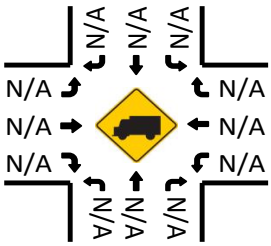

### HT (AM)



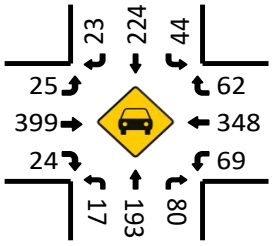

### Cars (NOON)



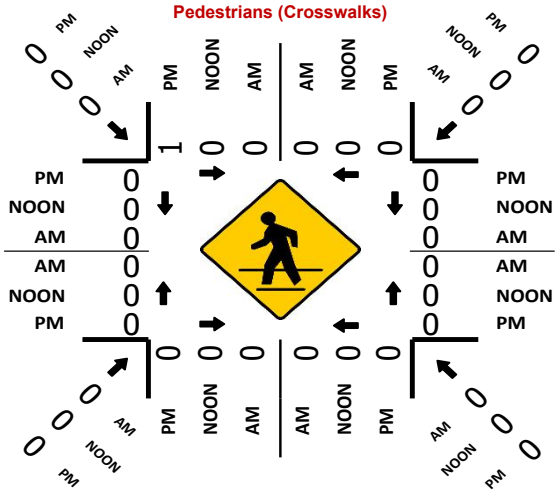

### HT (NOON)



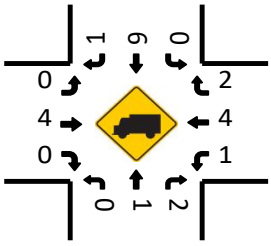

### Cars (PM)




### Pedestrians (Crosswalks)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Sagecrest Dr/College Entrance
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-012
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | State St | | | | State St | | | | Sagecrest Dr/College Entrance | | | | Sagecrest Dr/College Entrance | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 14 | 147 | 17 | 0 | 2 | 68 | 6 | 0 | 6 | 1 | 25 | 0 | 4 | 1 | 0 | 0 | 291 |
| 7:15 AM | 26 | 135 | 26 | 0 | 5 | 55 | 2 | 0 | 5 | 3 | 17 | 0 | 6 | 0 | 1 | 0 | 281 |
| 7:30 AM | 27 | 155 | 40 | 0 | 8 | 67 | 5 | 0 | 5 | 2 | 26 | 0 | 8 | 0 | 1 | 0 | 344 |
| 7:45 AM | 32 | 113 | 95 | 0 | 20 | 53 | 6 | 0 | 10 | 3 | 32 | 0 | 7 | 1 | 3 | 0 | 375 |
| 8:00 AM | 35 | 93 | 67 | 0 | 10 | 53 | 6 | 0 | 8 | 3 | 27 | 0 | 11 | 1 | 3 | 0 | 317 |
| 8:15 AM | 37 | 92 | 27 | 0 | 6 | 49 | 17 | 0 | 19 | 3 | 47 | 0 | 7 | 1 | 0 | 0 | 305 |
| 8:30 AM | 37 | 82 | 21 | 0 | 6 | 38 | 13 | 0 | 8 | 0 | 53 | 0 | 3 | 0 | 1 | 0 | 262 |
| 8:45 AM | 15 | 89 | 38 | 0 | 5 | 60 | 5 | 0 | 8 | 0 | 31 | 0 | 13 | 1 | 1 | 0 | 266 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 223 | 906 | 331 | 0 | 62 | 443 | 60 | 0 | 69 | 15 | 258 | 0 | 59 | 5 | 10 | 0 | 2441 |
| **APPROACH %'s :** | 15.27% | 62.05% | 22.67% | 0.00% | 10.97% | 78.41% | 10.62% | 0.00% | 20.18% | 4.39% | 75.44% | 0.00% | 79.73% | 6.76% | 13.51% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 131 | 453 | 229 | 0 | 44 | 222 | 34 | 0 | 42 | 11 | 132 | 0 | 33 | 3 | 7 | 0 | 1341 |
| **PEAK HR FACTOR :** | 0.885 | 0.731 | 0.603 | 0.000 | 0.550 | 0.828 | 0.500 | 0.000 | 0.553 | 0.917 | 0.702 | 0.000 | 0.750 | 0.750 | 0.583 | 0.000 | 0.894 |
| | 0.847 | | | | 0.938 | | | | 0.670 | | | | 0.717 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 18 | 94 | 19 | 0 | 2 | 133 | 4 | 0 | 0 | 1 | 15 | 0 | 23 | 1 | 10 | 0 | 320 |
| 4:15 PM | 16 | 110 | 12 | 0 | 1 | 125 | 3 | 0 | 6 | 2 | 11 | 0 | 27 | 1 | 5 | 0 | 319 |
| 4:30 PM | 8 | 97 | 12 | 0 | 4 | 120 | 4 | 0 | 0 | 0 | 14 | 0 | 25 | 1 | 9 | 0 | 294 |
| 4:45 PM | 12 | 105 | 22 | 0 | 4 | 142 | 2 | 0 | 4 | 0 | 13 | 0 | 22 | 4 | 4 | 0 | 334 |
| 5:00 PM | 26 | 88 | 17 | 0 | 1 | 120 | 15 | 0 | 2 | 2 | 9 | 0 | 40 | 1 | 12 | 0 | 333 |
| 5:15 PM | 40 | 123 | 17 | 0 | 1 | 136 | 10 | 0 | 5 | 1 | 8 | 0 | 15 | 1 | 4 | 0 | 361 |
| 5:30 PM | 18 | 75 | 32 | 0 | 2 | 127 | 11 | 0 | 5 | 3 | 21 | 0 | 28 | 0 | 11 | 0 | 333 |
| 5:45 PM | 22 | 65 | 49 | 0 | 7 | 111 | 8 | 0 | 2 | 1 | 16 | 0 | 32 | 2 | 11 | 0 | 326 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 160 | 757 | 180 | 0 | 22 | 1014 | 57 | 0 | 24 | 10 | 107 | 0 | 212 | 11 | 66 | 0 | 2620 |
| **APPROACH %'s :** | 14.59% | 69.01% | 16.41% | 0.00% | 2.01% | 92.77% | 5.22% | 0.00% | 17.02% | 7.09% | 75.89% | 0.00% | 73.36% | 3.81% | 22.84% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 96 | 391 | 88 | 0 | 8 | 525 | 38 | 0 | 16 | 6 | 51 | 0 | 105 | 6 | 31 | 0 | 1361 |
| **PEAK HR FACTOR :** | 0.600 | 0.795 | 0.688 | 0.000 | 0.500 | 0.924 | 0.633 | 0.000 | 0.800 | 0.500 | 0.607 | 0.000 | 0.656 | 0.375 | 0.646 | 0.000 | 0.943 |
| | 0.799 | | | | 0.965 | | | | 0.629 | | | | 0.670 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Sagecrest Dr/College Entrance
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-012
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | State St | | | | State St | | | | Sagecrest Dr/College Entrance | | | | Sagecrest Dr/College Entrance | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 14 | 144 | 17 | 0 | 2 | 66 | 6 | 0 | 5 | 1 | 24 | 0 | 3 | 1 | 0 | 0 | 283 |
| 7:15 AM | 26 | 133 | 25 | 0 | 4 | 51 | 2 | 0 | 5 | 3 | 17 | 0 | 5 | 0 | 1 | 0 | 272 |
| 7:30 AM | 27 | 154 | 39 | 0 | 8 | 67 | 5 | 0 | 5 | 2 | 26 | 0 | 8 | 0 | 0 | 0 | 341 |
| 7:45 AM | 32 | 111 | 95 | 0 | 20 | 51 | 5 | 0 | 10 | 3 | 32 | 0 | 6 | 1 | 3 | 0 | 369 |
| 8:00 AM | 35 | 91 | 66 | 0 | 10 | 50 | 5 | 0 | 8 | 3 | 27 | 0 | 11 | 1 | 3 | 0 | 310 |
| 8:15 AM | 37 | 90 | 27 | 0 | 5 | 48 | 17 | 0 | 19 | 3 | 46 | 0 | 6 | 1 | 0 | 0 | 299 |
| 8:30 AM | 36 | 80 | 19 | 0 | 6 | 36 | 13 | 0 | 8 | 0 | 53 | 0 | 2 | 0 | 0 | 0 | 253 |
| 8:45 AM | 13 | 86 | 38 | 0 | 5 | 60 | 5 | 0 | 8 | 0 | 30 | 0 | 12 | 1 | 1 | 0 | 259 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 220 | 889 | 326 | 0 | 60 | 429 | 58 | 0 | 68 | 15 | 255 | 0 | 53 | 5 | 8 | 0 | 2386 |
| **APPROACH %'s :** | 15.33% | 61.95% | 22.72% | 0.00% | 10.97% | 78.43% | 10.60% | 0.00% | 20.12% | 4.44% | 75.44% | 0.00% | 80.30% | 7.58% | 12.12% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 131 | 446 | 227 | 0 | 43 | 216 | 32 | 0 | 42 | 11 | 131 | 0 | 31 | 3 | 6 | 0 | 1319 |
| **PEAK HR FACTOR :** | 0.89 | 0.724 | 0.597 | 0.000 | 0.538 | 0.806 | 0.471 | 0.000 | 0.553 | 0.917 | 0.712 | 0.000 | 0.705 | 0.750 | 0.500 | 0.000 | 0.894 |
| | 0.845 | | | | 0.909 | | | | 0.676 | | | | 0.667 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 17 | 93 | 17 | 0 | 2 | 132 | 4 | 0 | 0 | 1 | 14 | 0 | 22 | 1 | 10 | 0 | 313 |
| 4:15 PM | 16 | 109 | 12 | 0 | 0 | 124 | 3 | 0 | 6 | 2 | 11 | 0 | 27 | 1 | 4 | 0 | 315 |
| 4:30 PM | 8 | 93 | 11 | 0 | 4 | 119 | 4 | 0 | 0 | 0 | 14 | 0 | 24 | 1 | 8 | 0 | 286 |
| 4:45 PM | 12 | 102 | 20 | 0 | 4 | 142 | 2 | 0 | 4 | 0 | 13 | 0 | 22 | 4 | 4 | 0 | 329 |
| 5:00 PM | 26 | 88 | 17 | 0 | 1 | 119 | 15 | 0 | 2 | 2 | 9 | 0 | 38 | 1 | 12 | 0 | 330 |
| 5:15 PM | 40 | 121 | 17 | 0 | 1 | 133 | 10 | 0 | 5 | 1 | 8 | 0 | 15 | 1 | 4 | 0 | 356 |
| 5:30 PM | 18 | 72 | 31 | 0 | 1 | 127 | 11 | 0 | 5 | 3 | 21 | 0 | 27 | 0 | 11 | 0 | 327 |
| 5:45 PM | 22 | 63 | 46 | 0 | 7 | 111 | 8 | 0 | 2 | 1 | 16 | 0 | 31 | 2 | 10 | 0 | 319 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 159 | 741 | 171 | 0 | 20 | 1007 | 57 | 0 | 24 | 10 | 106 | 0 | 206 | 11 | 63 | 0 | 2575 |
| **APPROACH %'s :** | 14.85% | 69.19% | 15.97% | 0.00% | 1.85% | 92.90% | 5.26% | 0.00% | 17.14% | 7.14% | 75.71% | 0.00% | 73.57% | 3.93% | 22.50% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 96 | 383 | 85 | 0 | 7 | 521 | 38 | 0 | 16 | 6 | 51 | 0 | 102 | 6 | 31 | 0 | 1342 |
| **PEAK HR FACTOR :** | 0.60 | 0.791 | 0.685 | 0.000 | 0.438 | 0.917 | 0.633 | 0.000 | 0.800 | 0.500 | 0.607 | 0.000 | 0.671 | 0.375 | 0.646 | 0.000 | 0.942 |
| | 0.792 | | | | 0.956 | | | | 0.629 | | | | 0.681 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Sagecrest Dr/College Entrance
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-012
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | State St | | | | State St | | | | Sagecrest Dr/College Entrance | | | | Sagecrest Dr/College Entrance | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 8 |
| 7:15 AM | 0 | 2 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| 7:30 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 7:45 AM | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 8:00 AM | 0 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:15 AM | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| 8:30 AM | 1 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 9 |
| 8:45 AM | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 7 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 17 | 5 | 0 | 2 | 14 | 2 | 0 | 1 | 0 | 3 | 0 | 6 | 0 | 2 | 0 | 55 |
| **APPROACH %'s :** | 12.00% | 68.00% | 20.00% | 0.00% | 11.11% | 77.78% | 11.11% | 0.00% | 25.00% | 0.00% | 75.00% | 0.00% | 75.00% | 0.00% | 25.00% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 7 | 2 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 22 |
| **PEAK HR FACTOR :** | 0.000 | 0.875 | 0.500 | 0.000 | 0.250 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.500 | 0.000 | 0.250 | 0.000 | 0.786 |
| | 0.750 | | | | 0.563 | | | | 0.250 | | | | 0.750 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 7 |
| 4:15 PM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 4:30 PM | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 8 |
| 4:45 PM | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:30 PM | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 5:45 PM | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 7 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 16 | 9 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 3 | 0 | 45 |
| **APPROACH %'s :** | 3.85% | 61.54% | 34.62% | 0.00% | 22.22% | 77.78% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 66.67% | 0.00% | 33.33% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 8 | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 19 |
| **PEAK HR FACTOR :** | 0.00 | 0.667 | 0.375 | 0.000 | 0.250 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.792 |
| | 0.550 | | | | 0.417 | | | | | | | | 0.375 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Sagecrest Dr/College Entrance
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-012
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | State St | | | | State St | | | | Sagecrest Dr/College Entrance | | | | Sagecrest Dr/College Entrance | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 0.00% | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| **PEAK HR FACTOR :** | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 |
| | 0.750 | | | | | | | | | | | | 0.250 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 33.33% | 66.67% | 0.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.00 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | 0.250 | | | | | | | | | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Sagecrest Dr/College Entrance **Project ID:** 19-06063-012
**City:** San Jacinto **Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | State St | | State St | | Sagecrest Dr/College Entrance | | Sagecrest Dr/College Entrance | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 4 | 3 | 0 | 4 | 0 | 0 | 11 |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 5 |
| 8:30 AM | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 4 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 8 | 11 | 0 | 4 | 0 | 0 | 23 |
| **APPROACH %'s :** | | | 42.11% | 57.89% | 0.00% | 100.00% | | | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 7 | 7 | 0 | 4 | 0 | 0 | 18 |
| **PEAK HR FACTOR :** | | | 0.438 | 0.438 | | 0.250 | | | 0.409 |
| | | | 0.500 | | 0.250 | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 4 |
| 4:30 PM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 6 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 3 | 8 | 4 | 3 | 0 | 0 | 18 |
| **APPROACH %'s :** | | | 27.27% | 72.73% | 57.14% | 42.86% | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | | | | 0.250 | 0.500 | | | | 0.375 |
| | | | 0.250 | | 0.500 | | | | |

Prepared by National Data & Surveying Services

# State St & Sagecrest Dr/College Entrance

## Peak Hour Turning Movement Count

**ID:** 19-06063-012
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

| PEAK HOURS | COUNT PERIODS |
|---|---|
| 07:30 AM - 08:30 AM | 07:00 AM - 09:00 AM |
| NONE | NONE |
| 04:45 PM - 05:45 PM | 04:00 PM - 06:00 PM |

### State St — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 34 | 222 | 44 | 0 | 502 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 38 | 525 | 8 | 0 | 438 | PM |

### Sagecrest Dr/College Entrance — EASTBOUND

| AM | NOON | PM | | |
|---|---|---|---|---|
| 168 | 0 | 140 | | |
| 0 | 0 | 0 | 0 | |
| 42 | 0 | 16 | 0 | |
| 11 | 0 | 6 | 1 | |
| 132 | 0 | 51 | 0 | |
| AM | NOON | PM | | |

### Sagecrest Dr/College Entrance — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 31 | 0 | 7 | 0 |
| 6 | 0 | 3 | 2 |
| 105 | 0 | 33 | 0 |
| 0 | 0 | 0 | 0 |
| 102 | 0 | 284 | |
| PM | NOON | AM | |

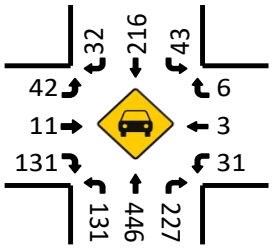
### State St — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 681 | 0 | 96 | 391 | 88 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 387 | 0 | 131 | 453 | 229 | AM |

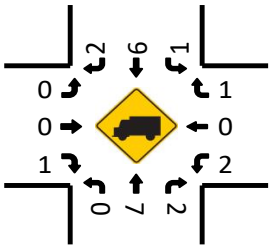
| | | | | |
|---|---|---|---|---|
| | 1 | 1 | 1 | 0 |
| | 0 | 1 | 1 | 1 |

| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 1341 AM | 0 NOON | 1361 PM |
| PHF | 0.89 | | 0.94 |

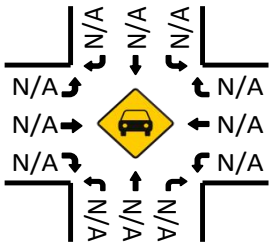
### Cars (AM)



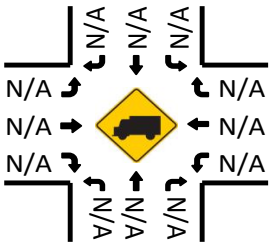

### HT (AM)



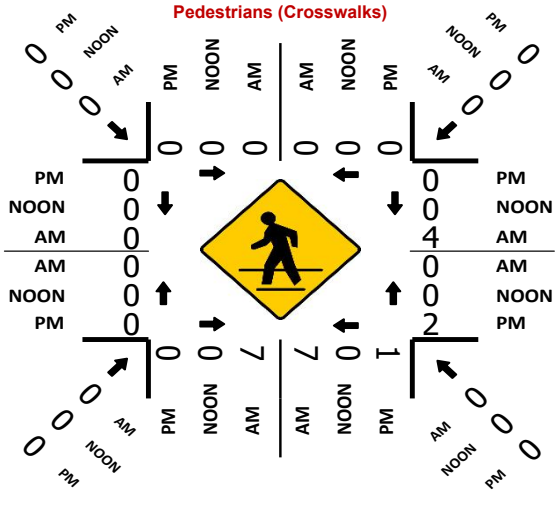

### Cars (NOON)




### HT (NOON)




### Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Community College Dr
**City:** San Jacinto
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 19-06063-013
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | N State St | | | | N State St | | | | W Community College Dr | | | | W Community College Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 170 | 7 | 0 | 16 | 76 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 6 | 0 | 283 |
| 7:15 AM | 2 | 186 | 33 | 0 | 11 | 71 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 6 | 0 | 312 |
| 7:30 AM | 1 | 198 | 18 | 1 | 15 | 85 | 0 | 0 | 1 | 0 | 3 | 0 | 6 | 0 | 18 | 0 | 346 |
| 7:45 AM | 1 | 228 | 26 | 0 | 10 | 85 | 0 | 0 | 2 | 0 | 5 | 0 | 6 | 0 | 13 | 0 | 376 |
| 8:00 AM | 1 | 172 | 19 | 1 | 11 | 75 | 1 | 0 | 1 | 0 | 5 | 0 | 3 | 1 | 21 | 0 | 311 |
| 8:15 AM | 3 | 134 | 11 | 0 | 5 | 105 | 0 | 0 | 1 | 0 | 2 | 0 | 5 | 0 | 21 | 1 | 288 |
| 8:30 AM | 1 | 133 | 6 | 0 | 9 | 78 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 19 | 0 | 252 |
| 8:45 AM | 3 | 120 | 4 | 1 | 8 | 99 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 8 | 0 | 249 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 12 | 1341 | 124 | 3 | 85 | 674 | 1 | 0 | 5 | 0 | 29 | 0 | 29 | 1 | 112 | 1 | 2417 |
| **APPROACH %'s :** | 0.81% | 90.61% | 8.38% | 0.20% | 11.18% | 88.68% | 0.13% | 0.00% | 14.71% | 0.00% | 85.29% | 0.00% | 20.28% | 0.70% | 78.32% | 0.70% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 5 | 784 | 96 | 2 | 47 | 316 | 1 | 0 | 4 | 0 | 15 | 0 | 16 | 1 | 58 | 0 | 1345 |
| **PEAK HR FACTOR :** | 0.625 | 0.860 | 0.727 | 0.500 | 0.783 | 0.929 | 0.250 | 0.000 | 0.500 | 0.000 | 0.750 | 0.000 | 0.667 | 0.250 | 0.690 | 0.000 | 0.894 |
| | | 0.870 | | | | 0.910 | | | | 0.679 | | | | 0.750 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 8 | 129 | 4 | 0 | 13 | 159 | 0 | 0 | 1 | 0 | 7 | 0 | 8 | 0 | 6 | 0 | 335 |
| 4:15 PM | 10 | 125 | 11 | 0 | 13 | 141 | 1 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 9 | 0 | 316 |
| 4:30 PM | 4 | 110 | 9 | 0 | 12 | 164 | 0 | 0 | 1 | 0 | 4 | 0 | 10 | 0 | 9 | 0 | 323 |
| 4:45 PM | 6 | 127 | 10 | 1 | 9 | 159 | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 0 | 9 | 0 | 334 |
| 5:00 PM | 4 | 118 | 12 | 0 | 13 | 155 | 0 | 0 | 0 | 0 | 5 | 0 | 30 | 0 | 14 | 0 | 351 |
| 5:15 PM | 7 | 168 | 10 | 0 | 6 | 149 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 11 | 0 | 359 |
| 5:30 PM | 5 | 115 | 5 | 0 | 23 | 155 | 0 | 0 | 0 | 1 | 5 | 0 | 5 | 0 | 8 | 0 | 322 |
| 5:45 PM | 7 | 129 | 15 | 0 | 9 | 153 | 0 | 0 | 0 | 0 | 8 | 0 | 7 | 0 | 8 | 0 | 336 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 51 | 1021 | 76 | 1 | 98 | 1235 | 1 | 0 | 2 | 1 | 38 | 0 | 78 | 0 | 74 | 0 | 2676 |
| **APPROACH %'s :** | 4.44% | 88.86% | 6.61% | 0.09% | 7.35% | 92.58% | 0.07% | 0.00% | 4.88% | 2.44% | 92.68% | 0.00% | 51.32% | 0.00% | 48.68% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 23 | 530 | 42 | 0 | 51 | 612 | 0 | 0 | 0 | 1 | 19 | 0 | 49 | 0 | 41 | 0 | 1368 |
| **PEAK HR FACTOR :** | 0.821 | 0.789 | 0.700 | 0.000 | 0.554 | 0.987 | 0.000 | 0.000 | 0.000 | 0.250 | 0.594 | 0.000 | 0.408 | 0.000 | 0.732 | 0.000 | 0.953 |
| | | 0.804 | | | | 0.931 | | | | 0.625 | | | | 0.511 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Community College Dr
**City:** San Jacinto
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 19-06063-013
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N State St | | | | N State St | | | | W Community College Dr | | | | W Community College Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 167 | 7 | 0 | 16 | 73 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 6 | 0 | 277 |
| 7:15 AM | 2 | 183 | 32 | 0 | 11 | 65 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 6 | 0 | 302 |
| 7:30 AM | 0 | 196 | 18 | 1 | 15 | 85 | 0 | 0 | 1 | 0 | 2 | 0 | 6 | 0 | 18 | 0 | 342 |
| 7:45 AM | 1 | 226 | 26 | 0 | 10 | 82 | 0 | 0 | 2 | 0 | 5 | 0 | 6 | 0 | 13 | 0 | 371 |
| 8:00 AM | 0 | 170 | 19 | 1 | 11 | 74 | 1 | 0 | 1 | 0 | 5 | 0 | 3 | 1 | 20 | 0 | 306 |
| 8:15 AM | 3 | 132 | 11 | 0 | 5 | 100 | 0 | 0 | 1 | 0 | 2 | 0 | 5 | 0 | 19 | 1 | 279 |
| 8:30 AM | 1 | 130 | 6 | 0 | 9 | 75 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 19 | 0 | 246 |
| 8:45 AM | 3 | 116 | 4 | 1 | 7 | 98 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 7 | 0 | 242 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 10 | 1320 | 123 | 3 | 84 | 652 | 1 | 0 | 5 | 0 | 28 | 0 | 29 | 1 | 108 | 1 | 2365 |
| **APPROACH %'s :** | 0.69% | 90.66% | 8.45% | 0.21% | 11.40% | 88.47% | 0.14% | 0.00% | 15.15% | 0.00% | 84.85% | 0.00% | 20.86% | 0.72% | 77.70% | 0.72% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 775 | 95 | 2 | 47 | 306 | 1 | 0 | 4 | 0 | 14 | 0 | 16 | 1 | 57 | 0 | 1321 |
| **PEAK HR FACTOR :** | 0.38 | 0.857 | 0.742 | 0.500 | 0.783 | 0.900 | 0.250 | 0.000 | 0.500 | 0.000 | 0.700 | 0.000 | 0.667 | 0.250 | 0.713 | 0.000 | 0.890 |
| | | 0.865 | | | | 0.885 | | | | 0.643 | | | | 0.771 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 8 | 125 | 4 | 0 | 13 | 156 | 0 | 0 | 1 | 0 | 7 | 0 | 8 | 0 | 6 | 0 | 328 |
| 4:15 PM | 10 | 124 | 11 | 0 | 13 | 140 | 1 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 9 | 0 | 314 |
| 4:30 PM | 4 | 105 | 9 | 0 | 12 | 162 | 0 | 0 | 1 | 0 | 4 | 0 | 10 | 0 | 9 | 0 | 316 |
| 4:45 PM | 6 | 122 | 10 | 1 | 9 | 159 | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 0 | 9 | 0 | 329 |
| 5:00 PM | 4 | 118 | 12 | 0 | 13 | 152 | 0 | 0 | 0 | 0 | 5 | 0 | 30 | 0 | 14 | 0 | 348 |
| 5:15 PM | 7 | 166 | 10 | 0 | 6 | 146 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 11 | 0 | 354 |
| 5:30 PM | 5 | 111 | 5 | 0 | 23 | 155 | 0 | 0 | 0 | 1 | 5 | 0 | 5 | 0 | 8 | 0 | 318 |
| 5:45 PM | 7 | 125 | 15 | 0 | 9 | 151 | 0 | 0 | 0 | 0 | 8 | 0 | 7 | 0 | 7 | 0 | 329 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 51 | 996 | 76 | 1 | 98 | 1221 | 1 | 0 | 2 | 1 | 38 | 0 | 78 | 0 | 73 | 0 | 2636 |
| **APPROACH %'s :** | 4.54% | 88.61% | 6.76% | 0.09% | 7.42% | 92.50% | 0.08% | 0.00% | 4.88% | 2.44% | 92.68% | 0.00% | 51.66% | 0.00% | 48.34% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 23 | 520 | 42 | 0 | 51 | 604 | 0 | 0 | 0 | 1 | 19 | 0 | 49 | 0 | 40 | 0 | 1349 |
| **PEAK HR FACTOR :** | 0.82 | 0.783 | 0.700 | 0.000 | 0.554 | 0.974 | 0.000 | 0.000 | 0.000 | 0.250 | 0.594 | 0.000 | 0.408 | 0.000 | 0.714 | 0.000 | 0.953 |
| | | 0.799 | | | | 0.920 | | | | 0.625 | | | | 0.506 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Community College Dr
**City:** San Jacinto
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 19-06063-013
**Date:** 5/8/2019

**HT**

| NS/EW Streets: | N State St | | | | N State St | | | | W Community College Dr | | | | W Community College Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 AM | 0 | 3 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:30 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 AM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 AM | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 8:15 AM | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 |
| 8:30 AM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:45 AM | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 21 | 1 | 0 | 1 | 22 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 52 |
| **APPROACH %'s :** | 8.33% | 87.50% | 4.17% | 0.00% | 4.35% | 95.65% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 9 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 24 |
| **PEAK HR FACTOR :** | 0.500 | 0.750 | 0.250 | 0.000 | 0.000 | 0.417 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.600 |
| | 0.750 | | | | 0.417 | | | | 0.250 | | | | 0.250 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:45 PM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:30 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 PM | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 25 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 40 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 10 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 19 |
| **PEAK HR FACTOR :** | 0.00 | 0.625 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.679 |
| | 0.625 | | | | 0.667 | | | | 0.000 | | | | 0.250 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Community College Dr
**City:** San Jacinto
**Control:** 2-Way Stop(EB/WB)

**Project ID:** 19-06063-013
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | N State St | | | | N State St | | | | W Community College Dr | | | | W Community College Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 8 |
| **APPROACH %'s :** | 20.00% | 60.00% | 20.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.625 |
| | | 0.375 | | | | | | | | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 9 |
| **APPROACH %'s :** | 25.00% | 50.00% | 25.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 50.00% | 0.00% | 50.00% | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.25 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.625 |
| | | 0.375 | | | | | | | | 0.250 | | | | 0.250 | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Community College Dr **Project ID:** 19-06063-013
**City:** San Jacinto **Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | N State St | | N State St | | W Community College Dr | | W Community College Dr | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 5 |
| 7:45 AM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| 8:15 AM | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 9 | 7 | 0 | 2 | 18 |
| **APPROACH %'s :** | | | | | 56.25% | 43.75% | 0.00% | 100.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 5 | 6 | 0 | 2 | 13 |
| **PEAK HR FACTOR :** | | | | | 0.625 | 0.500 | | 0.250 | 0.650 |
| | | | | | 0.688 | | 0.250 | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 1 | 6 | 6 | 0 | 0 | 13 |
| **APPROACH %'s :** | | | 0.00% | 100.00% | 50.00% | 50.00% | | | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | | | | | 0.500 | 0.250 | | | 0.375 |
| | | | | | 0.375 | | | | |

Prepared by National Data & Surveying Services

# N State St & W Community College Dr

## Peak Hour Turning Movement Count

**ID:** 19-06063-013
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### N State St — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 1 | 316 | 47 | 0 | 846 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 0 | 612 | 51 | 0 | 571 | PM |

### W Community College Dr — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 7 | 0 | 23 | |
| 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 |
| 0 | 0 | 1 | 1 |
| 15 | 0 | 19 | 0 |
| AM | NOON | PM | |

### W Community College Dr — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 41 | 0 | 58 | 0 |
| 0 | 0 | 1 | 1 |
| 49 | 0 | 16 | 0 |
| 0 | 0 | 0 | 0 |
| 94 | 0 | 143 | |
| PM | NOON | AM | |

**CONTROL:** 2-Way Stop(EB/WB)

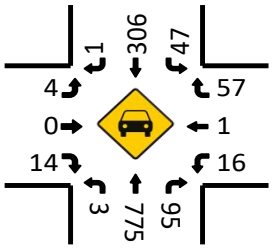
| | | | |
|---|---|---|---|
| TEV | 1345 AM | 0 NOON | 1368 PM |
| PHF | 0.89 | | 0.95 |

### N State St — NORTHBOUND

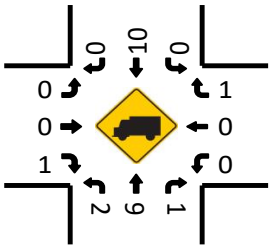
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 680 | 0 | 23 | 530 | 42 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 349 | 2 | 5 | 784 | 96 | AM |

Turning movements: 1 1 1 0 | 0 1 2 0

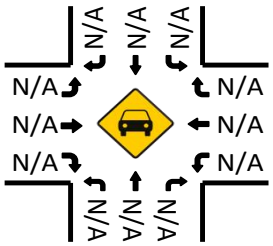
### Cars (AM)



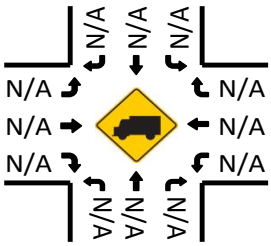

### HT (AM)



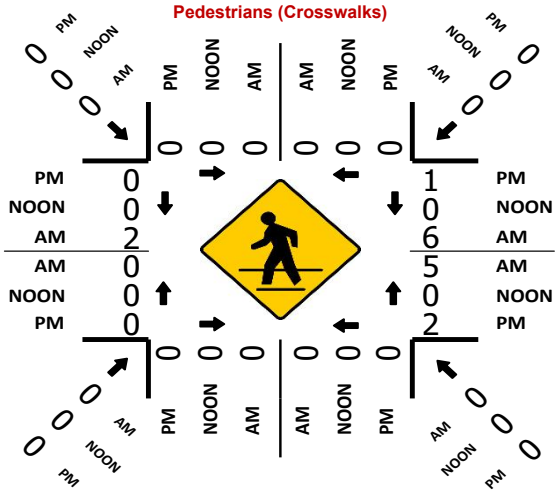

### Cars (NOON)



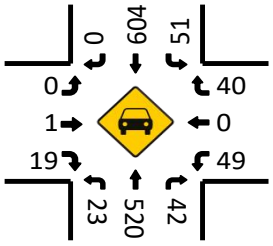

### HT (NOON)



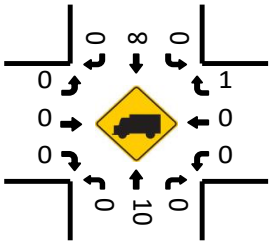

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-014
**Date:** 5/8/2019

## Total

| NS/EW Streets: | N State St | | | | N State St | | | | W Ramona Expy | | | | W Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 85 | 97 | 28 | 0 | 20 | 48 | 18 | 0 | 29 | 159 | 94 | 6 | 32 | 181 | 73 | 0 | 870 |
| 7:15 AM | 70 | 134 | 23 | 0 | 16 | 60 | 16 | 0 | 45 | 104 | 99 | 2 | 52 | 217 | 67 | 0 | 905 |
| 7:30 AM | 87 | 138 | 17 | 0 | 23 | 84 | 8 | 0 | 39 | 91 | 105 | 2 | 59 | 161 | 58 | 0 | 872 |
| 7:45 AM | 69 | 133 | 22 | 0 | 18 | 81 | 10 | 0 | 56 | 92 | 123 | 1 | 28 | 144 | 63 | 1 | 841 |
| 8:00 AM | 68 | 107 | 17 | 0 | 24 | 53 | 18 | 0 | 37 | 86 | 92 | 2 | 19 | 120 | 59 | 0 | 702 |
| 8:15 AM | 63 | 93 | 27 | 0 | 26 | 76 | 19 | 0 | 32 | 68 | 80 | 4 | 18 | 115 | 40 | 0 | 661 |
| 8:30 AM | 79 | 98 | 17 | 0 | 23 | 54 | 12 | 0 | 21 | 69 | 83 | 4 | 16 | 115 | 46 | 1 | 638 |
| 8:45 AM | 62 | 85 | 14 | 0 | 31 | 65 | 11 | 0 | 37 | 83 | 99 | 5 | 27 | 105 | 37 | 1 | 662 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 583 | 885 | 165 | 0 | 181 | 521 | 112 | 0 | 296 | 752 | 775 | 26 | 251 | 1158 | 443 | 3 | 6151 |
| **APPROACH %'s :** | 35.70% | 54.19% | 10.10% | 0.00% | 22.24% | 64.00% | 13.76% | 0.00% | 16.01% | 40.67% | 41.91% | 1.41% | 13.53% | 62.43% | 23.88% | 0.16% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 311 | 502 | 90 | 0 | 77 | 273 | 52 | 0 | 169 | 446 | 421 | 11 | 171 | 703 | 261 | 1 | 3488 |
| **PEAK HR FACTOR :** | 0.894 | 0.909 | 0.804 | 0.000 | 0.837 | 0.813 | 0.722 | 0.000 | 0.754 | 0.701 | 0.856 | 0.458 | 0.725 | 0.810 | 0.894 | 0.250 | 0.964 |
| | 0.933 | | | | 0.874 | | | | 0.909 | | | | 0.845 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 61 | 111 | 15 | 0 | 59 | 119 | 25 | 0 | 32 | 184 | 108 | 3 | 31 | 96 | 30 | 0 | 874 |
| 4:15 PM | 67 | 88 | 23 | 0 | 54 | 81 | 19 | 0 | 32 | 156 | 80 | 8 | 28 | 123 | 41 | 0 | 800 |
| 4:30 PM | 89 | 101 | 22 | 0 | 44 | 109 | 31 | 0 | 31 | 167 | 102 | 7 | 26 | 73 | 25 | 0 | 827 |
| 4:45 PM | 78 | 112 | 23 | 0 | 48 | 116 | 24 | 0 | 31 | 178 | 107 | 5 | 28 | 102 | 38 | 0 | 890 |
| 5:00 PM | 96 | 124 | 27 | 0 | 48 | 124 | 38 | 0 | 27 | 188 | 114 | 7 | 31 | 97 | 31 | 0 | 952 |
| 5:15 PM | 96 | 132 | 12 | 0 | 58 | 101 | 17 | 0 | 28 | 163 | 84 | 3 | 21 | 134 | 44 | 0 | 893 |
| 5:30 PM | 85 | 123 | 25 | 0 | 47 | 121 | 19 | 0 | 25 | 144 | 99 | 6 | 22 | 58 | 34 | 0 | 808 |
| 5:45 PM | 68 | 96 | 18 | 0 | 51 | 111 | 26 | 0 | 39 | 157 | 78 | 10 | 24 | 86 | 27 | 0 | 791 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 640 | 887 | 165 | 0 | 409 | 882 | 199 | 0 | 245 | 1337 | 772 | 49 | 211 | 769 | 270 | 0 | 6835 |
| **APPROACH %'s :** | 37.83% | 52.42% | 9.75% | 0.00% | 27.45% | 59.19% | 13.36% | 0.00% | 10.20% | 55.64% | 32.13% | 2.04% | 16.88% | 61.52% | 21.60% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 359 | 469 | 84 | 0 | 198 | 450 | 110 | 0 | 117 | 696 | 407 | 22 | 106 | 406 | 138 | 0 | 3562 |
| **PEAK HR FACTOR :** | 0.935 | 0.888 | 0.778 | 0.000 | 0.853 | 0.907 | 0.724 | 0.000 | 0.944 | 0.926 | 0.893 | 0.786 | 0.855 | 0.757 | 0.784 | 0.000 | 0.935 |
| | 0.923 | | | | 0.902 | | | | 0.924 | | | | 0.817 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-014
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N State St | | | | N State St | | | | W Ramona Expy | | | | W Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 84 | 96 | 27 | 0 | 19 | 47 | 18 | 0 | 28 | 152 | 90 | 6 | 30 | 178 | 73 | 0 | 848 |
| 7:15 AM | 70 | 131 | 23 | 0 | 15 | 57 | 15 | 0 | 44 | 98 | 99 | 2 | 51 | 214 | 66 | 0 | 885 |
| 7:30 AM | 86 | 136 | 16 | 0 | 23 | 84 | 7 | 0 | 39 | 89 | 101 | 2 | 59 | 158 | 58 | 0 | 858 |
| 7:45 AM | 67 | 132 | 22 | 0 | 18 | 80 | 10 | 0 | 56 | 87 | 115 | 1 | 28 | 142 | 63 | 1 | 822 |
| 8:00 AM | 65 | 106 | 16 | 0 | 24 | 53 | 17 | 0 | 36 | 85 | 87 | 2 | 18 | 118 | 58 | 0 | 685 |
| 8:15 AM | 60 | 91 | 26 | 0 | 25 | 73 | 19 | 0 | 32 | 64 | 75 | 4 | 18 | 112 | 40 | 0 | 639 |
| 8:30 AM | 74 | 93 | 17 | 0 | 22 | 53 | 12 | 0 | 21 | 66 | 80 | 4 | 16 | 111 | 45 | 1 | 615 |
| 8:45 AM | 57 | 83 | 14 | 0 | 31 | 63 | 11 | 0 | 36 | 81 | 96 | 5 | 26 | 103 | 36 | 1 | 643 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 563 | 868 | 161 | 0 | 177 | 510 | 109 | 0 | 292 | 722 | 743 | 26 | 246 | 1136 | 439 | 3 | 5995 |
| **APPROACH %'s :** | 35.36% | 54.52% | 10.11% | 0.00% | 22.24% | 64.07% | 13.69% | 0.00% | 16.38% | 40.49% | 41.67% | 1.46% | 13.49% | 62.28% | 24.07% | 0.16% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 307 | 495 | 88 | 0 | 75 | 268 | 50 | 0 | 167 | 426 | 405 | 11 | 168 | 692 | 260 | 1 | 3413 |
| **PEAK HR FACTOR :** | 0.89 | 0.910 | 0.815 | 0.000 | 0.815 | 0.798 | 0.694 | 0.000 | 0.746 | 0.701 | 0.880 | 0.458 | 0.712 | 0.808 | 0.890 | 0.250 | 0.964 |
| | 0.935 | | | | 0.862 | | | | 0.914 | | | | 0.847 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 58 | 108 | 15 | 0 | 58 | 116 | 25 | 0 | 32 | 181 | 104 | 3 | 31 | 93 | 28 | 0 | 852 |
| 4:15 PM | 62 | 88 | 23 | 0 | 54 | 79 | 19 | 0 | 31 | 155 | 77 | 8 | 27 | 122 | 40 | 0 | 785 |
| 4:30 PM | 87 | 98 | 22 | 0 | 43 | 108 | 31 | 0 | 31 | 165 | 100 | 7 | 24 | 71 | 23 | 0 | 810 |
| 4:45 PM | 77 | 109 | 23 | 0 | 48 | 116 | 24 | 0 | 31 | 178 | 106 | 5 | 28 | 102 | 37 | 0 | 884 |
| 5:00 PM | 93 | 123 | 26 | 0 | 48 | 121 | 38 | 0 | 27 | 186 | 110 | 7 | 31 | 97 | 31 | 0 | 938 |
| 5:15 PM | 95 | 129 | 12 | 0 | 58 | 100 | 17 | 0 | 28 | 161 | 84 | 3 | 21 | 133 | 43 | 0 | 884 |
| 5:30 PM | 83 | 119 | 25 | 0 | 45 | 120 | 19 | 0 | 25 | 142 | 97 | 6 | 21 | 55 | 33 | 0 | 790 |
| 5:45 PM | 66 | 95 | 18 | 0 | 51 | 111 | 25 | 0 | 39 | 153 | 76 | 9 | 24 | 85 | 26 | 0 | 778 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 621 | 869 | 164 | 0 | 405 | 871 | 198 | 0 | 244 | 1321 | 754 | 48 | 207 | 758 | 261 | 0 | 6721 |
| **APPROACH %'s :** | 37.55% | 52.54% | 9.92% | 0.00% | 27.48% | 59.09% | 13.43% | 0.00% | 10.31% | 55.81% | 31.85% | 2.03% | 16.88% | 61.83% | 21.29% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 352 | 459 | 83 | 0 | 197 | 445 | 110 | 0 | 117 | 690 | 400 | 22 | 104 | 403 | 134 | 0 | 3516 |
| **PEAK HR FACTOR :** | 0.93 | 0.890 | 0.798 | 0.000 | 0.849 | 0.919 | 0.724 | 0.000 | 0.944 | 0.927 | 0.909 | 0.786 | 0.839 | 0.758 | 0.779 | 0.000 | 0.937 |
| | 0.924 | | | | 0.908 | | | | 0.931 | | | | 0.813 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-014
**Date:** 5/8/2019

HT

| NS/EW Streets: | N State St | | | | N State St | | | | W Ramona Expy | | | | W Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 7 | 4 | 0 | 2 | 3 | 0 | 0 | 22 |
| 7:15 AM | 0 | 3 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 6 | 0 | 0 | 1 | 3 | 1 | 0 | 20 |
| 7:30 AM | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 4 | 0 | 0 | 3 | 0 | 0 | 14 |
| 7:45 AM | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 8 | 0 | 0 | 2 | 0 | 0 | 19 |
| 8:00 AM | 3 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 5 | 0 | 1 | 2 | 1 | 0 | 17 |
| 8:15 AM | 3 | 2 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 3 | 0 | 0 | 22 |
| 8:30 AM | 5 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 4 | 1 | 0 | 23 |
| 8:45 AM | 5 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 3 | 0 | 1 | 2 | 1 | 0 | 19 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 20 | 17 | 4 | 0 | 4 | 11 | 3 | 0 | 4 | 30 | 32 | 0 | 5 | 22 | 4 | 0 | 156 |
| **APPROACH %'s :** | 48.78% | 41.46% | 9.76% | 0.00% | 22.22% | 61.11% | 16.67% | 0.00% | 6.06% | 45.45% | 48.48% | 0.00% | 16.13% | 70.97% | 12.90% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 4 | 7 | 2 | 0 | 2 | 5 | 2 | 0 | 2 | 20 | 16 | 0 | 3 | 11 | 1 | 0 | 75 |
| **PEAK HR FACTOR :** | 0.500 | 0.583 | 0.500 | 0.000 | 0.500 | 0.417 | 0.500 | 0.000 | 0.500 | 0.714 | 0.500 | 0.000 | 0.375 | 0.917 | 0.250 | 0.000 | 0.852 |
| | 0.813 | | | | 0.450 | | | | 0.731 | | | | 0.750 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 3 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 3 | 2 | 0 | 22 |
| 4:15 PM | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 1 | 1 | 0 | 15 |
| 4:30 PM | 2 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 2 | 2 | 0 | 17 |
| 4:45 PM | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 |
| 5:00 PM | 3 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 14 |
| 5:15 PM | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 9 |
| 5:30 PM | 2 | 4 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 3 | 1 | 0 | 18 |
| 5:45 PM | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 2 | 1 | 0 | 1 | 1 | 0 | 13 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 19 | 18 | 1 | 0 | 4 | 11 | 1 | 0 | 1 | 16 | 18 | 1 | 4 | 11 | 9 | 0 | 114 |
| **APPROACH %'s :** | 50.00% | 47.37% | 2.63% | 0.00% | 25.00% | 68.75% | 6.25% | 0.00% | 2.78% | 44.44% | 50.00% | 2.78% | 16.67% | 45.83% | 37.50% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 7 | 10 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 6 | 7 | 0 | 2 | 3 | 4 | 0 | 46 |
| **PEAK HR FACTOR :** | 0.58 | 0.833 | 0.250 | 0.000 | 0.250 | 0.417 | 0.000 | 0.000 | 0.000 | 0.750 | 0.438 | 0.000 | 0.250 | 0.375 | 0.500 | 0.000 | 0.676 |
| | 0.900 | | | | 0.500 | | | | 0.542 | | | | 0.375 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-014
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | N State St | | | | N State St | | | | W Ramona Expy | | | | W Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| **APPROACH %'s :** | 0.00% | 50.00% | 50.00% | 0.00% | | | | | | | | | 100.00% | 0.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.375 |
| | 0.250 | | | | | | | | | | | | 0.250 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 2 | 3 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 8 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 1 | 0 | 1 | 4 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 14 |
| **APPROACH %'s :** | 0.00% | 50.00% | 50.00% | 0.00% | 16.67% | 66.67% | 16.67% | 0.00% | 75.00% | 0.00% | 25.00% | 0.00% | 0.00% | 50.00% | 50.00% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 9 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.250 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.281 |
| | 0.250 | | | | 0.333 | | | | 0.250 | | | | 0.250 | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & W Ramona Expy
**City:** San Jacinto
**Project ID:** 19-06063-014
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| **NS/EW Streets:** | N State St | | N State St | | W Ramona Expy | | W Ramona Expy | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 7:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 8:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 2 | 7 |
| **APPROACH %'s :** | 50.00% | 50.00% | 0.00% | 100.00% | | | 50.00% | 50.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 |
| **PEAK HR FACTOR :** | | | | 0.250 | | | 0.250 | 0.250 | 0.375 |
| | | | 0.250 | | | | 0.500 | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 |
| 4:15 PM | 0 | 0 | 0 | 5 | 1 | 2 | 4 | 1 | 13 |
| 4:30 PM | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 1 | 2 | 0 | 0 | 1 | 1 | 2 | 2 | 9 |
| 5:30 PM | 1 | 0 | 1 | 1 | 1 | 3 | 4 | 0 | 11 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 3 | 5 | 2 | 6 | 4 | 7 | 11 | 6 | 44 |
| **APPROACH %'s :** | 37.50% | 62.50% | 25.00% | 75.00% | 36.36% | 63.64% | 64.71% | 35.29% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 5 | 0 | 0 | 1 | 2 | 3 | 4 | 16 |
| **PEAK HR FACTOR :** | 0.250 | 0.417 | | | 0.250 | 0.500 | 0.375 | 0.500 | 0.444 |
| | 0.500 | | | | 0.375 | | 0.438 | | |

Prepared by National Data & Surveying Services

# N State St & W Ramona Expy

## Peak Hour Turning Movement Count

**ID:** 19-06063-014
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

AM: 07:00 AM - 08:00 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### SOUTHBOUND — N State St

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 52 | 273 | 77 | 0 | 932 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 110 | 450 | 198 | 0 | 724 | PM |

### EASTBOUND — W Ramona Expy

| | AM | NOON | PM |
|---|---|---|---|
| 0 | 11 | 0 | 22 |
| 2 | 169 | 0 | 117 |
| 3 | 446 | 0 | 696 |
| 1 | 421 | 0 | 407 |
| | 1077 | 0 | 897 |

### WESTBOUND — W Ramona Expy

| | PM | NOON | AM |
|---|---|---|---|
| 1 | 138 | 0 | 261 |
| 3 | 406 | 0 | 703 |
| 2 | 106 | 0 | 171 |
| 0 | 0 | 0 | 1 |
| | 978 | 0 | 614 |

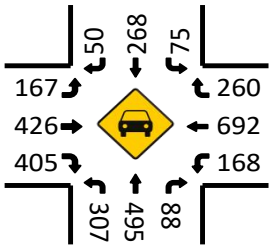
### NORTHBOUND — N State St

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 963 | 0 | 359 | 469 | 84 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 865 | 0 | 311 | 502 | 90 | AM |

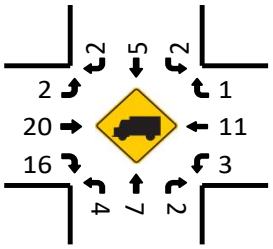
**CONTROL:** Signalized

| | | | |
|---|---|---|---|
| TEV | 3488 AM | 0 NOON | 3562 PM |
| PHF | 0.96 | | 0.94 |

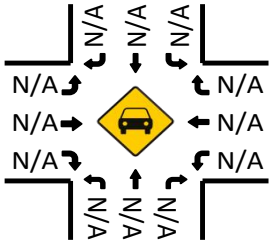
### Cars (AM)



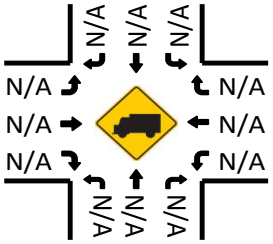

### HT (AM)



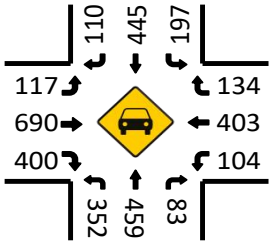

### Cars (NOON)



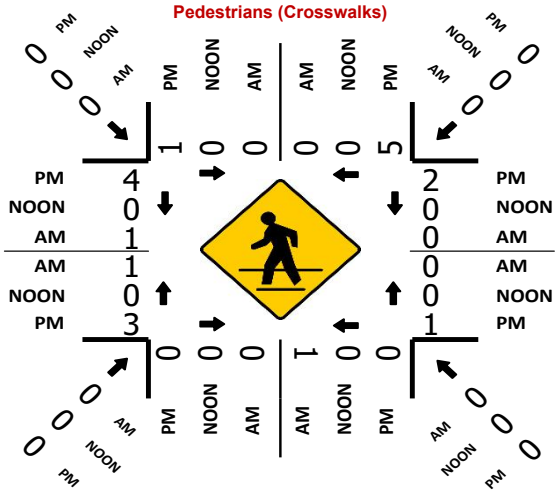

### HT (NOON)



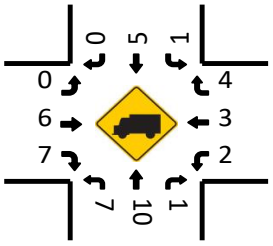

### Cars (PM)




### Pedestrians (Crosswalks)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-015
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | N State St | | | | N State St | | | | Ramona Blvd | | | | Ramona Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 14 | 139 | 52 | 0 | 27 | 124 | 3 | 0 | 6 | 41 | 7 | 0 | 26 | 43 | 40 | 0 | 522 |
| 7:15 AM | 16 | 157 | 43 | 0 | 33 | 142 | 7 | 0 | 7 | 59 | 22 | 0 | 59 | 71 | 54 | 0 | 670 |
| 7:30 AM | 28 | 185 | 42 | 0 | 21 | 145 | 9 | 0 | 16 | 46 | 27 | 0 | 32 | 58 | 56 | 0 | 665 |
| 7:45 AM | 25 | 191 | 23 | 0 | 46 | 201 | 9 | 0 | 17 | 49 | 30 | 0 | 33 | 39 | 33 | 0 | 696 |
| 8:00 AM | 13 | 134 | 23 | 0 | 41 | 121 | 6 | 0 | 6 | 38 | 35 | 0 | 25 | 37 | 40 | 0 | 519 |
| 8:15 AM | 22 | 132 | 13 | 0 | 39 | 118 | 8 | 0 | 11 | 32 | 39 | 0 | 27 | 31 | 31 | 0 | 503 |
| 8:30 AM | 22 | 128 | 14 | 0 | 35 | 108 | 9 | 0 | 20 | 32 | 37 | 0 | 15 | 29 | 38 | 0 | 487 |
| 8:45 AM | 14 | 122 | 13 | 0 | 41 | 126 | 8 | 0 | 11 | 33 | 32 | 0 | 22 | 26 | 34 | 0 | 482 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 154 | 1188 | 223 | 0 | 283 | 1085 | 59 | 0 | 94 | 330 | 229 | 0 | 239 | 334 | 326 | 0 | 4544 |
| **APPROACH %'s :** | 9.84% | 75.91% | 14.25% | 0.00% | 19.83% | 76.03% | 4.13% | 0.00% | 14.40% | 50.54% | 35.07% | 0.00% | 26.59% | 37.15% | 36.26% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 83 | 672 | 160 | 0 | 127 | 612 | 28 | 0 | 46 | 195 | 86 | 0 | 150 | 211 | 183 | 0 | 2553 |
| **PEAK HR FACTOR :** | 0.741 | 0.880 | 0.769 | 0.000 | 0.690 | 0.761 | 0.778 | 0.000 | 0.676 | 0.826 | 0.717 | 0.000 | 0.636 | 0.743 | 0.817 | 0.000 | 0.917 |
| | 0.897 | | | | 0.749 | | | | 0.852 | | | | 0.739 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 11 | 148 | 10 | 0 | 63 | 175 | 3 | 0 | 16 | 33 | 32 | 0 | 25 | 45 | 27 | 0 | 588 |
| 4:15 PM | 22 | 144 | 9 | 0 | 37 | 144 | 7 | 0 | 11 | 18 | 25 | 0 | 26 | 35 | 50 | 0 | 528 |
| 4:30 PM | 15 | 140 | 14 | 0 | 50 | 171 | 3 | 0 | 9 | 28 | 24 | 0 | 21 | 37 | 62 | 0 | 574 |
| 4:45 PM | 24 | 141 | 11 | 0 | 58 | 176 | 4 | 0 | 11 | 45 | 31 | 0 | 17 | 40 | 52 | 0 | 610 |
| 5:00 PM | 20 | 173 | 7 | 0 | 52 | 184 | 3 | 0 | 11 | 25 | 23 | 0 | 19 | 37 | 55 | 0 | 609 |
| 5:15 PM | 24 | 174 | 13 | 0 | 41 | 162 | 7 | 0 | 10 | 39 | 19 | 0 | 16 | 28 | 51 | 0 | 584 |
| 5:30 PM | 17 | 154 | 11 | 0 | 63 | 159 | 5 | 0 | 7 | 19 | 27 | 0 | 22 | 31 | 50 | 0 | 565 |
| 5:45 PM | 13 | 128 | 9 | 0 | 50 | 156 | 7 | 0 | 8 | 16 | 21 | 0 | 26 | 30 | 32 | 0 | 496 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 146 | 1202 | 84 | 0 | 414 | 1327 | 39 | 0 | 83 | 223 | 202 | 0 | 172 | 283 | 379 | 0 | 4554 |
| **APPROACH %'s :** | 10.20% | 83.94% | 5.87% | 0.00% | 23.26% | 74.55% | 2.19% | 0.00% | 16.34% | 43.90% | 39.76% | 0.00% | 20.62% | 33.93% | 45.44% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 83 | 628 | 45 | 0 | 201 | 693 | 17 | 0 | 41 | 137 | 97 | 0 | 73 | 142 | 220 | 0 | 2377 |
| **PEAK HR FACTOR :** | 0.865 | 0.902 | 0.804 | 0.000 | 0.866 | 0.942 | 0.607 | 0.000 | 0.932 | 0.761 | 0.782 | 0.000 | 0.869 | 0.888 | 0.887 | 0.000 | 0.974 |
| | 0.896 | | | | 0.953 | | | | 0.790 | | | | 0.906 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-015
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N State St | | | | N State St | | | | Ramona Blvd | | | | Ramona Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 14 | 137 | 52 | 0 | 23 | 121 | 3 | 0 | 5 | 40 | 7 | 0 | 26 | 43 | 40 | 0 | 511 |
| 7:15 AM | 16 | 153 | 43 | 0 | 31 | 139 | 7 | 0 | 7 | 59 | 22 | 0 | 59 | 71 | 53 | 0 | 660 |
| 7:30 AM | 26 | 181 | 42 | 0 | 20 | 141 | 9 | 0 | 14 | 45 | 27 | 0 | 32 | 58 | 56 | 0 | 651 |
| 7:45 AM | 25 | 187 | 22 | 0 | 43 | 193 | 9 | 0 | 17 | 49 | 30 | 0 | 32 | 39 | 32 | 0 | 678 |
| 8:00 AM | 13 | 129 | 23 | 0 | 40 | 115 | 5 | 0 | 6 | 38 | 35 | 0 | 25 | 37 | 40 | 0 | 506 |
| 8:15 AM | 22 | 127 | 11 | 0 | 38 | 115 | 8 | 0 | 11 | 32 | 39 | 0 | 27 | 30 | 30 | 0 | 490 |
| 8:30 AM | 22 | 118 | 13 | 0 | 34 | 102 | 9 | 0 | 20 | 32 | 35 | 0 | 14 | 28 | 36 | 0 | 463 |
| 8:45 AM | 14 | 115 | 13 | 0 | 39 | 123 | 8 | 0 | 11 | 33 | 31 | 0 | 22 | 26 | 32 | 0 | 467 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 152 | 1147 | 219 | 0 | 268 | 1049 | 58 | 0 | 91 | 328 | 226 | 0 | 237 | 332 | 319 | 0 | 4426 |
| **APPROACH %'s :** | 10.01% | 75.56% | 14.43% | 0.00% | 19.49% | 76.29% | 4.22% | 0.00% | 14.11% | 50.85% | 35.04% | 0.00% | 26.69% | 37.39% | 35.92% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 81 | 658 | 159 | 0 | 117 | 594 | 28 | 0 | 43 | 193 | 86 | 0 | 149 | 211 | 181 | 0 | 2500 |
| **PEAK HR FACTOR :** | 0.78 | 0.880 | 0.764 | 0.000 | 0.680 | 0.769 | 0.778 | 0.000 | 0.632 | 0.818 | 0.717 | 0.000 | 0.631 | 0.743 | 0.808 | 0.000 | 0.922 |
| | 0.902 | | | | 0.754 | | | | 0.839 | | | | 0.739 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 11 | 143 | 10 | 0 | 61 | 170 | 3 | 0 | 15 | 33 | 32 | 0 | 25 | 45 | 25 | 0 | 573 |
| 4:15 PM | 22 | 139 | 9 | 0 | 36 | 140 | 7 | 0 | 11 | 18 | 25 | 0 | 23 | 35 | 49 | 0 | 514 |
| 4:30 PM | 15 | 137 | 13 | 0 | 50 | 165 | 3 | 0 | 9 | 28 | 23 | 0 | 20 | 37 | 61 | 0 | 561 |
| 4:45 PM | 24 | 137 | 10 | 0 | 58 | 173 | 4 | 0 | 11 | 45 | 31 | 0 | 17 | 40 | 51 | 0 | 601 |
| 5:00 PM | 20 | 171 | 7 | 0 | 50 | 180 | 3 | 0 | 11 | 25 | 23 | 0 | 19 | 37 | 53 | 0 | 599 |
| 5:15 PM | 24 | 170 | 11 | 0 | 41 | 161 | 7 | 0 | 10 | 39 | 19 | 0 | 16 | 27 | 51 | 0 | 576 |
| 5:30 PM | 16 | 148 | 11 | 0 | 61 | 157 | 5 | 0 | 7 | 19 | 27 | 0 | 21 | 31 | 49 | 0 | 552 |
| 5:45 PM | 13 | 126 | 9 | 0 | 50 | 153 | 7 | 0 | 8 | 16 | 21 | 0 | 26 | 30 | 31 | 0 | 490 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 145 | 1171 | 80 | 0 | 407 | 1299 | 39 | 0 | 82 | 223 | 201 | 0 | 167 | 282 | 370 | 0 | 4466 |
| **APPROACH %'s :** | 10.39% | 83.88% | 5.73% | 0.00% | 23.32% | 74.44% | 2.23% | 0.00% | 16.21% | 44.07% | 39.72% | 0.00% | 20.39% | 34.43% | 45.18% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 83 | 615 | 41 | 0 | 199 | 679 | 17 | 0 | 41 | 137 | 96 | 0 | 72 | 141 | 216 | 0 | 2337 |
| **PEAK HR FACTOR :** | 0.86 | 0.899 | 0.788 | 0.000 | 0.858 | 0.943 | 0.607 | 0.000 | 0.932 | 0.761 | 0.774 | 0.000 | 0.900 | 0.881 | 0.885 | 0.000 | 0.972 |
| | 0.901 | | | | 0.952 | | | | 0.787 | | | | 0.909 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-015
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | N State St | | | | N State St | | | | Ramona Blvd | | | | Ramona Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 2 | 0 | 0 | 4 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:15 AM | 0 | 4 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 |
| 7:30 AM | 2 | 4 | 0 | 0 | 1 | 4 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:45 AM | 0 | 4 | 1 | 0 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 18 |
| 8:00 AM | 0 | 5 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:15 AM | 0 | 5 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 13 |
| 8:30 AM | 0 | 10 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 24 |
| 8:45 AM | 0 | 7 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 15 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 41 | 4 | 0 | 15 | 36 | 1 | 0 | 3 | 2 | 3 | 0 | 2 | 2 | 7 | 0 | 118 |
| **APPROACH %'s :** | 4.26% | 87.23% | 8.51% | 0.00% | 28.85% | 69.23% | 1.92% | 0.00% | 37.50% | 25.00% | 37.50% | 0.00% | 18.18% | 18.18% | 63.64% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 14 | 1 | 0 | 10 | 18 | 0 | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 53 |
| **PEAK HR FACTOR :** | 0.250 | 0.875 | 0.250 | 0.000 | 0.625 | 0.563 | 0.000 | 0.000 | 0.375 | 0.500 | 0.000 | 0.000 | 0.250 | 0.000 | 0.500 | 0.000 | 0.736 |
| | 0.708 | | | | 0.636 | | | | 0.417 | | | | 0.375 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 5 | 0 | 0 | 2 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 15 |
| 4:15 PM | 0 | 5 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 14 |
| 4:30 PM | 0 | 3 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 13 |
| 4:45 PM | 0 | 4 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 |
| 5:00 PM | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 10 |
| 5:15 PM | 0 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| 5:30 PM | 1 | 6 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 13 |
| 5:45 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 31 | 4 | 0 | 7 | 28 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 1 | 9 | 0 | 88 |
| **APPROACH %'s :** | 2.78% | 86.11% | 11.11% | 0.00% | 20.00% | 80.00% | 0.00% | 0.00% | 50.00% | 0.00% | 50.00% | 0.00% | 33.33% | 6.67% | 60.00% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 13 | 4 | 0 | 2 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 4 | 0 | 40 |
| **PEAK HR FACTOR :** | 0.00 | 0.813 | 0.500 | 0.000 | 0.250 | 0.583 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.250 | 0.500 | 0.000 | 0.769 |
| | 0.708 | | | | 0.667 | | | | 0.250 | | | | 0.750 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-015
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | N State St | | | | N State St | | | | Ramona Blvd | | | | Ramona Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 5 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 100.00% | 0.00% | 33.33% | 33.33% | 33.33% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | | | | | | | | | 0.500 | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 4 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 2 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 1 | 0 | 20 |
| **APPROACH %'s :** | 50.00% | 33.33% | 0.00% | 16.67% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 20.00% | 80.00% | 0.00% | 0.00% | 50.00% | 50.00% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| **PEAK HR FACTOR :** | 0.25 | 0.250 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.583 |
| | | 0.500 | | | | 0.333 | | | | 0.250 | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N State St & Ramona Blvd
**City:** San Jacinto

**Project ID:** 19-06063-015
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | N State St | | N State St | | Ramona Blvd | | Ramona Blvd | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | NORTH LEG 2 CUT OUT | | SOUTH LEG 2 CUT OUT | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | EB | WB | EB | WB | TOTAL |
| 7:00 AM | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 12 |
| 7:15 AM | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 10 |
| 7:30 AM | 4 | 4 | 2 | 2 | 2 | 0 | 0 | 0 | 4 | 2 | 3 | 1 | 24 |
| 7:45 AM | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 2 | 20 |
| 8:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 4 |
| 8:15 AM | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 2 | 10 |
| 8:30 AM | 2 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 10 |
| 8:45 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | EB | WB | EB | WB | NB | SB | NB | SB | EB | WB | EB | WB | TOTAL |
| **TOTAL VOLUMES :** | 23 | 10 | 7 | 4 | 5 | 1 | 4 | 0 | 20 | 9 | 6 | 5 | 94 |
| **APPROACH %'s :** | 69.70% | 30.30% | 63.64% | 36.36% | 83.33% | 16.67% | 100.00% | 0.00% | 181.82% | 81.82% | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 20 | 7 | 4 | 2 | 2 | 0 | 1 | 0 | 19 | 5 | 3 | 3 | 66 |
| **PEAK HR FACTOR :** | 0.714 | 0.438 | 0.500 | 0.250 | 0.250 | | 0.250 | | 0.679 | 0.625 | 0.250 | 0.375 | 0.688 |
| | 0.844 | | 0.375 | | 0.250 | | 0.250 | | 0.750 | | 0.375 | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | NORTH LEG 2 CUT OUT | | SOUTH LEG 2 CUT OUT | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | EB | WB | EB | WB | TOTAL |
| 4:00 PM | 3 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 2 | 13 |
| 4:15 PM | 2 | 6 | 0 | 1 | 0 | 0 | 0 | 2 | 3 | 6 | 1 | 0 | 21 |
| 4:30 PM | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 6 |
| 4:45 PM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 5:00 PM | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 8 |
| 5:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 5 |
| 5:30 PM | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 8 |
| 5:45 PM | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 11 |
| | EB | WB | EB | WB | NB | SB | NB | SB | EB | WB | EB | WB | TOTAL |
| **TOTAL VOLUMES :** | 7 | 12 | 2 | 9 | 3 | 2 | 3 | 3 | 9 | 10 | 12 | 4 | 76 |
| **APPROACH %'s :** | 36.84% | 63.16% | 18.18% | 81.82% | 60.00% | 40.00% | 50.00% | 50.00% | 56.25% | 62.50% | | | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 3 | 0 | 3 | 2 | 1 | 3 | 0 | 1 | 2 | 5 | 1 | 23 |
| **PEAK HR FACTOR :** | 0.500 | 0.375 | | 0.750 | 0.500 | 0.250 | 0.375 | | 0.250 | 0.500 | 0.625 | 0.250 | 0.719 |
| | 0.625 | | 0.750 | | 0.375 | | 0.375 | | 0.750 | | 0.750 | | |

Prepared by National Data & Surveying Services

# N State St & Ramona Blvd

## Peak Hour Turning Movement Count

**ID:** 19-06063-015
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:30 PM - 05:30 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### N State St — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 28 | 612 | 127 | 0 | 901 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 17 | 693 | 201 | 0 | 889 | PM |

### EASTBOUND (Ramona Blvd)

| AM | NOON | PM | | |
|---|---|---|---|---|
| 322 | 0 | 242 | | |
| 0 | 0 | 0 | 0 | |
| 46 | 0 | 41 | 1 | |
| 195 | 0 | 137 | 1 | |
| 86 | 0 | 97 | 1 | |
| AM | NOON | PM | | |

### WESTBOUND (Ramona Blvd)

| PM | NOON | AM | |
|---|---|---|---|
| 220 | 0 | 183 | 1 |
| 142 | 0 | 211 | 1 |
| 73 | 0 | 150 | 1 |
| 0 | 0 | 0 | 0 |
| 383 | 0 | 482 | |
| PM | NOON | AM | |

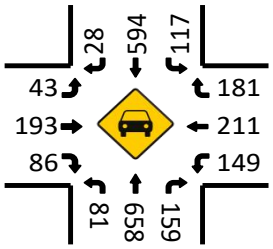
**CONTROL:** Signalized

| | | | |
|---|---|---|---|
| TEV | 2553 AM | 0 NOON | 2377 PM |
| PHF | 0.92 | | 0.97 |

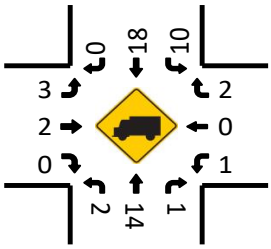
### N State St — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 863 | 0 | 83 | 628 | 45 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 848 | 0 | 83 | 672 | 160 | AM |

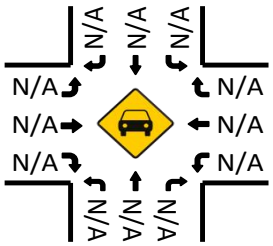
Cars (AM)



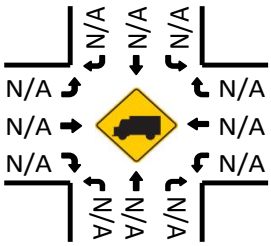

HT (AM)



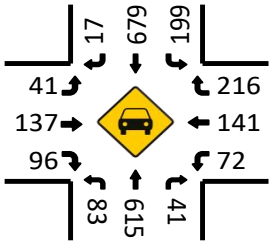

Cars (NOON)



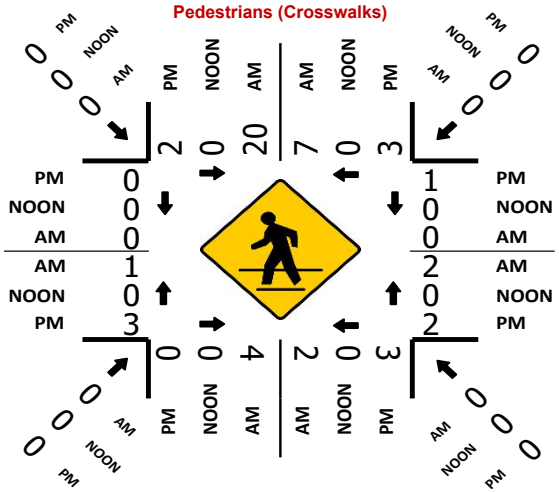

HT (NOON)



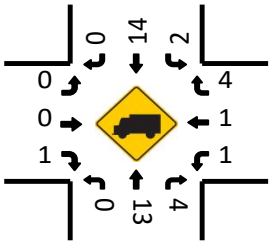

Cars (PM)




Pedestrians (Crosswalks)




HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Cottonwood Ave/N Brinton St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-016
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | State St | | | | State St | | | | Cottonwood Ave/N Brinton St | | | | Cottonwood Ave/N Brinton St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 4 | 145 | 1 | 0 | 2 | 119 | 40 | 0 | 81 | 24 | 8 | 0 | 1 | 7 | 0 | 0 | 432 |
| 7:15 AM | 11 | 171 | 1 | 0 | 0 | 169 | 64 | 0 | 73 | 33 | 16 | 0 | 0 | 13 | 4 | 0 | 555 |
| 7:30 AM | 6 | 197 | 2 | 0 | 3 | 191 | 45 | 0 | 57 | 10 | 25 | 0 | 2 | 17 | 3 | 0 | 558 |
| 7:45 AM | 12 | 205 | 0 | 0 | 2 | 220 | 38 | 0 | 61 | 11 | 20 | 0 | 3 | 6 | 3 | 0 | 581 |
| 8:00 AM | 19 | 119 | 1 | 0 | 2 | 170 | 38 | 0 | 53 | 9 | 18 | 0 | 3 | 10 | 1 | 0 | 443 |
| 8:15 AM | 15 | 152 | 2 | 0 | 3 | 142 | 32 | 0 | 32 | 14 | 22 | 0 | 1 | 10 | 3 | 0 | 428 |
| 8:30 AM | 15 | 141 | 2 | 0 | 3 | 139 | 35 | 0 | 27 | 11 | 23 | 0 | 0 | 15 | 4 | 0 | 415 |
| 8:45 AM | 14 | 133 | 3 | 0 | 3 | 175 | 26 | 0 | 17 | 15 | 33 | 0 | 1 | 6 | 1 | 0 | 427 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 96 | 1263 | 12 | 0 | 18 | 1325 | 318 | 0 | 401 | 127 | 165 | 0 | 11 | 84 | 19 | 0 | 3839 |
| **APPROACH %'s :** | 7.00% | 92.12% | 0.88% | 0.00% | 1.08% | 79.77% | 19.15% | 0.00% | 57.86% | 18.33% | 23.81% | 0.00% | 9.65% | 73.68% | 16.67% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 48 | 692 | 4 | 0 | 7 | 750 | 185 | 0 | 244 | 63 | 79 | 0 | 8 | 46 | 11 | 0 | 2137 |
| **PEAK HR FACTOR :** | 0.632 | 0.844 | 0.500 | 0.000 | 0.583 | 0.852 | 0.723 | 0.000 | 0.836 | 0.477 | 0.790 | 0.000 | 0.667 | 0.676 | 0.688 | 0.000 | 0.920 |
| | 0.857 | | | | 0.906 | | | | 0.791 | | | | 0.739 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 22 | 159 | 2 | 0 | 9 | 185 | 44 | 0 | 35 | 7 | 27 | 0 | 3 | 10 | 4 | 0 | 507 |
| 4:15 PM | 17 | 143 | 4 | 0 | 7 | 189 | 40 | 0 | 36 | 11 | 24 | 0 | 3 | 14 | 1 | 0 | 489 |
| 4:30 PM | 17 | 140 | 10 | 0 | 7 | 177 | 16 | 0 | 39 | 6 | 27 | 0 | 1 | 5 | 4 | 0 | 449 |
| 4:45 PM | 17 | 135 | 2 | 0 | 6 | 191 | 29 | 0 | 25 | 13 | 31 | 0 | 3 | 12 | 6 | 0 | 470 |
| 5:00 PM | 18 | 180 | 0 | 0 | 6 | 175 | 26 | 0 | 32 | 20 | 24 | 0 | 3 | 14 | 3 | 0 | 501 |
| 5:15 PM | 27 | 180 | 2 | 0 | 7 | 196 | 29 | 0 | 28 | 9 | 21 | 0 | 2 | 15 | 8 | 0 | 524 |
| 5:30 PM | 25 | 149 | 5 | 0 | 7 | 170 | 30 | 0 | 35 | 14 | 14 | 0 | 7 | 12 | 7 | 0 | 475 |
| 5:45 PM | 12 | 120 | 4 | 0 | 8 | 166 | 25 | 0 | 29 | 14 | 19 | 0 | 2 | 11 | 3 | 0 | 413 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 155 | 1206 | 29 | 0 | 57 | 1449 | 239 | 0 | 259 | 94 | 187 | 0 | 24 | 93 | 36 | 0 | 3828 |
| **APPROACH %'s :** | 11.15% | 86.76% | 2.09% | 0.00% | 3.27% | 83.04% | 13.70% | 0.00% | 47.96% | 17.41% | 34.63% | 0.00% | 15.69% | 60.78% | 23.53% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 87 | 644 | 9 | 0 | 26 | 732 | 114 | 0 | 120 | 56 | 90 | 0 | 15 | 53 | 24 | 0 | 1970 |
| **PEAK HR FACTOR :** | 0.806 | 0.894 | 0.450 | 0.000 | 0.929 | 0.934 | 0.950 | 0.000 | 0.857 | 0.700 | 0.726 | 0.000 | 0.536 | 0.883 | 0.750 | 0.000 | 0.940 |
| | 0.885 | | | | 0.940 | | | | 0.875 | | | | 0.885 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Cottonwood Ave/N Brinton St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-016
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | State St | | | | State St | | | | Cottonwood Ave/N Brinton St | | | | Cottonwood Ave/N Brinton St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 4 | 144 | 1 | 0 | 2 | 116 | 40 | 0 | 80 | 23 | 8 | 0 | 1 | 7 | 0 | 0 | 426 |
| 7:15 AM | 11 | 166 | 1 | 0 | 0 | 167 | 63 | 0 | 72 | 33 | 16 | 0 | 0 | 13 | 4 | 0 | 546 |
| 7:30 AM | 6 | 195 | 2 | 0 | 3 | 187 | 45 | 0 | 56 | 9 | 25 | 0 | 2 | 15 | 3 | 0 | 548 |
| 7:45 AM | 12 | 200 | 0 | 0 | 2 | 215 | 37 | 0 | 60 | 9 | 20 | 0 | 3 | 6 | 3 | 0 | 567 |
| 8:00 AM | 18 | 118 | 0 | 0 | 2 | 162 | 38 | 0 | 51 | 9 | 18 | 0 | 3 | 9 | 1 | 0 | 429 |
| 8:15 AM | 13 | 144 | 2 | 0 | 3 | 139 | 32 | 0 | 31 | 13 | 21 | 0 | 1 | 10 | 3 | 0 | 412 |
| 8:30 AM | 15 | 133 | 2 | 0 | 3 | 132 | 34 | 0 | 25 | 9 | 23 | 0 | 0 | 14 | 4 | 0 | 394 |
| 8:45 AM | 13 | 126 | 3 | 0 | 3 | 170 | 26 | 0 | 17 | 15 | 32 | 0 | 0 | 6 | 1 | 0 | 412 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 92 | 1226 | 11 | 0 | 18 | 1288 | 315 | 0 | 392 | 120 | 163 | 0 | 10 | 80 | 19 | 0 | 3734 |
| **APPROACH %'s :** | 6.92% | 92.25% | 0.83% | 0.00% | 1.11% | 79.46% | 19.43% | 0.00% | 58.07% | 17.78% | 24.15% | 0.00% | 9.17% | 73.39% | 17.43% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 47 | 679 | 3 | 0 | 7 | 731 | 183 | 0 | 239 | 60 | 79 | 0 | 8 | 43 | 11 | 0 | 2090 |
| **PEAK HR FACTOR :** | 0.65 | 0.849 | 0.375 | 0.000 | 0.583 | 0.850 | 0.726 | 0.000 | 0.830 | 0.455 | 0.790 | 0.000 | 0.667 | 0.717 | 0.688 | 0.000 | 0.922 |
| | 0.860 | | | | 0.906 | | | | 0.781 | | | | 0.775 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 20 | 155 | 2 | 0 | 9 | 182 | 43 | 0 | 35 | 7 | 27 | 0 | 3 | 9 | 4 | 0 | 496 |
| 4:15 PM | 17 | 139 | 3 | 0 | 7 | 185 | 37 | 0 | 35 | 10 | 23 | 0 | 3 | 14 | 1 | 0 | 474 |
| 4:30 PM | 17 | 138 | 10 | 0 | 6 | 172 | 15 | 0 | 38 | 6 | 27 | 0 | 0 | 4 | 4 | 0 | 437 |
| 4:45 PM | 17 | 130 | 2 | 0 | 6 | 188 | 29 | 0 | 24 | 13 | 30 | 0 | 3 | 12 | 6 | 0 | 460 |
| 5:00 PM | 18 | 178 | 0 | 0 | 6 | 172 | 26 | 0 | 32 | 20 | 24 | 0 | 3 | 14 | 3 | 0 | 496 |
| 5:15 PM | 27 | 175 | 2 | 0 | 7 | 194 | 29 | 0 | 28 | 9 | 21 | 0 | 2 | 14 | 8 | 0 | 516 |
| 5:30 PM | 25 | 144 | 5 | 0 | 7 | 169 | 30 | 0 | 34 | 14 | 14 | 0 | 7 | 12 | 7 | 0 | 468 |
| 5:45 PM | 12 | 119 | 4 | 0 | 8 | 162 | 25 | 0 | 29 | 14 | 19 | 0 | 2 | 11 | 3 | 0 | 408 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 153 | 1178 | 28 | 0 | 56 | 1424 | 234 | 0 | 255 | 93 | 185 | 0 | 23 | 90 | 36 | 0 | 3755 |
| **APPROACH %'s :** | 11.26% | 86.68% | 2.06% | 0.00% | 3.27% | 83.08% | 13.65% | 0.00% | 47.84% | 17.45% | 34.71% | 0.00% | 15.44% | 60.40% | 24.16% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 87 | 627 | 9 | 0 | 26 | 723 | 114 | 0 | 118 | 56 | 89 | 0 | 15 | 52 | 24 | 0 | 1940 |
| **PEAK HR FACTOR :** | 0.81 | 0.881 | 0.450 | 0.000 | 0.929 | 0.932 | 0.950 | 0.000 | 0.868 | 0.700 | 0.742 | 0.000 | 0.536 | 0.929 | 0.750 | 0.000 | 0.940 |
| | 0.886 | | | | 0.938 | | | | 0.865 | | | | 0.875 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Cottonwood Ave/N Brinton St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-016
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | State St | | | | State St | | | | Cottonwood Ave/N Brinton St | | | | Cottonwood Ave/N Brinton St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 AM | 0 | 5 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 10 |
| 7:45 AM | 0 | 5 | 0 | 0 | 0 | 5 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:00 AM | 1 | 1 | 1 | 0 | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 14 |
| 8:15 AM | 2 | 8 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:30 AM | 0 | 8 | 0 | 0 | 0 | 7 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 21 |
| 8:45 AM | 1 | 7 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 15 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 4 | 37 | 1 | 0 | 0 | 37 | 3 | 0 | 9 | 7 | 2 | 0 | 1 | 4 | 0 | 0 | 105 |
| **APPROACH %'s :** | 9.52% | 88.10% | 2.38% | 0.00% | 0.00% | 92.50% | 7.50% | 0.00% | 50.00% | 38.89% | 11.11% | 0.00% | 20.00% | 80.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 13 | 1 | 0 | 0 | 19 | 2 | 0 | 5 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 47 |
| **PEAK HR FACTOR :** | 0.250 | 0.650 | 0.250 | 0.000 | 0.000 | 0.594 | 0.500 | 0.000 | 0.625 | 0.375 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.839 |
| | 0.750 | | | | 0.656 | | | | 0.667 | | | | 0.375 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 2 | 4 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 11 |
| 4:15 PM | 0 | 4 | 1 | 0 | 0 | 4 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 4:30 PM | 0 | 2 | 0 | 0 | 1 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 12 |
| 4:45 PM | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:00 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:15 PM | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| 5:30 PM | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 28 | 1 | 0 | 1 | 25 | 5 | 0 | 4 | 1 | 2 | 0 | 1 | 3 | 0 | 0 | 73 |
| **APPROACH %'s :** | 6.45% | 90.32% | 3.23% | 0.00% | 3.23% | 80.65% | 16.13% | 0.00% | 57.14% | 14.29% | 28.57% | 0.00% | 25.00% | 75.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 17 | 0 | 0 | 0 | 9 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 30 |
| **PEAK HR FACTOR :** | 0.00 | 0.850 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.500 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.750 |
| | 0.850 | | | | 0.750 | | | | 0.375 | | | | 0.250 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Cottonwood Ave/N Brinton St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-016
**Date:** 5/8/2019

## Bikes

| NS/EW Streets: | State St | | | | State St | | | | Cottonwood Ave/N Brinton St | | | | Cottonwood Ave/N Brinton St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 75.00% | 0.00% | 25.00% | 0.00% | | | | | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.417 |
| | 0.250 | | | | 0.000 | | | | 0.500 | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 6 | 0 | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 75.00% | 25.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 4 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| **PEAK HR FACTOR :** | 0.00 | 0.500 | 0.000 | 0.000 | 0.000 | 0.750 | 0.750 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.688 |
| | 0.500 | | | | 0.750 | | | | 0.250 | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & Cottonwood Ave/N Brinton St **Project ID:** 19-06063-016
**City:** San Jacinto **Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | State St | | State St | | Cottonwood Ave/N Brinton St | | Cottonwood Ave/N Brinton St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 1 | 0 | 2 | 0 | 5 | 0 | 1 | 1 | 10 |
| 7:15 AM | 7 | 0 | 1 | 0 | 4 | 0 | 2 | 0 | 14 |
| 7:30 AM | 0 | 0 | 2 | 0 | 5 | 4 | 3 | 0 | 14 |
| 7:45 AM | 1 | 0 | 2 | 0 | 3 | 3 | 0 | 0 | 9 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 1 | 8 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 8:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 9 | 0 | 9 | 0 | 21 | 7 | 10 | 4 | 60 |
| **APPROACH %'s :** | 100.00% | 0.00% | 100.00% | 0.00% | 75.00% | 25.00% | 71.43% | 28.57% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 8 | 0 | 5 | 0 | 12 | 7 | 5 | 0 | 37 |
| **PEAK HR FACTOR :** | 0.286 | | 0.625 | | 0.600 | 0.438 | 0.417 | | 0.661 |
| | 0.286 | | 0.625 | | 0.528 | | 0.417 | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 4 |
| 4:30 PM | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 2 | 1 | 2 | 7 | 7 | 0 | 1 | 20 |
| **APPROACH %'s :** | 0.00% | 100.00% | 33.33% | 66.67% | 50.00% | 50.00% | 0.00% | 100.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 1 | 0 | 3 | 3 | 0 | 0 | 8 |
| **PEAK HR FACTOR :** | | 0.250 | 0.250 | | 0.375 | 0.375 | | | 0.667 |
| | 0.250 | | 0.250 | | 0.500 | | | | |

Prepared by National Data & Surveying Services

# State St & Cottonwood Ave/N Brinton St

## Peak Hour Turning Movement Count

**ID:** 19-06063-016
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

| PEAK HOURS | COUNT PERIODS |
|---|---|
| 07:15 AM - 08:15 AM | 07:00 AM - 09:00 AM |
| NONE | NONE |
| 04:45 PM - 05:45 PM | 04:00 PM - 06:00 PM |

### State St — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 185 | 750 | 7 | 0 | 947 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 114 | 732 | 26 | 0 | 788 | PM |

### Cottonwood Ave/N Brinton St — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 279 | 0 | 254 | |
| 0 | 0 | 0 | 0 |
| 244 | 0 | 120 | 1 |
| 63 | 0 | 56 | 1 |
| 79 | 0 | 90 | 1 |

### Cottonwood Ave/N Brinton St — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 24 | 0 | 11 | 0 |
| 53 | 0 | 46 | 1 |
| 15 | 0 | 8 | 1 |
| 0 | 0 | 0 | 0 |
| 91 | 0 | 74 | |

### State St — NORTHBOUND

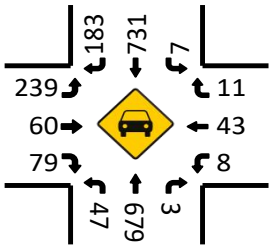
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 837 | 0 | 87 | 644 | 9 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 837 | 0 | 48 | 692 | 4 | AM |

| | 0 | 2 | 1 | 0 |
|---|---|---|---|---|

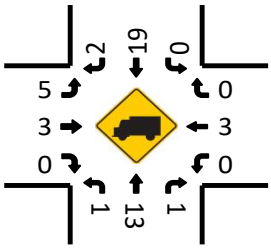
| | 0 | 1 | 2 | 0 |
|---|---|---|---|---|

| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 2137 AM | 0 NOON | 1970 PM |
| PHF | 0.92 | | 0.94 |

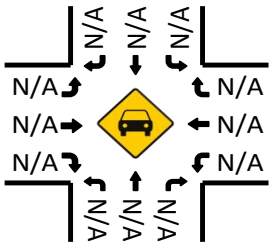
### Cars (AM)



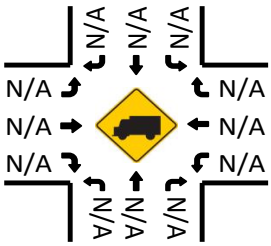

### HT (AM)



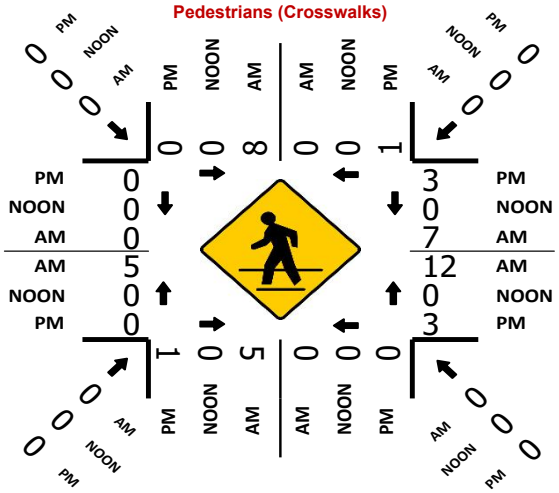

### Cars (NOON)



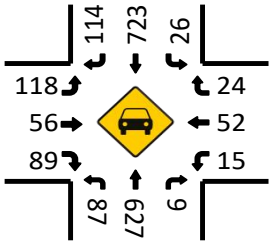

### HT (NOON)



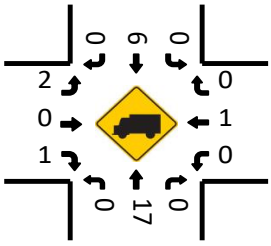

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-017
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | State St | | | | State St | | | | W 7th St | | | | W 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 7 | 119 | 17 | 0 | 8 | 101 | 10 | 0 | 15 | 68 | 9 | 0 | 13 | 53 | 21 | 0 | 441 |
| 7:15 AM | 10 | 121 | 18 | 0 | 7 | 141 | 19 | 0 | 13 | 63 | 9 | 0 | 20 | 73 | 14 | 0 | 508 |
| 7:30 AM | 6 | 160 | 11 | 0 | 23 | 181 | 5 | 0 | 17 | 48 | 14 | 0 | 25 | 61 | 28 | 0 | 579 |
| 7:45 AM | 11 | 166 | 12 | 0 | 14 | 184 | 15 | 0 | 20 | 70 | 18 | 0 | 23 | 78 | 27 | 0 | 638 |
| 8:00 AM | 13 | 120 | 7 | 0 | 13 | 155 | 16 | 0 | 3 | 43 | 8 | 0 | 17 | 65 | 12 | 0 | 472 |
| 8:15 AM | 8 | 135 | 15 | 0 | 16 | 123 | 13 | 0 | 11 | 46 | 13 | 0 | 20 | 55 | 24 | 0 | 479 |
| 8:30 AM | 10 | 114 | 10 | 0 | 8 | 119 | 12 | 0 | 16 | 56 | 10 | 0 | 23 | 50 | 17 | 0 | 445 |
| 8:45 AM | 10 | 106 | 8 | 0 | 23 | 165 | 19 | 0 | 11 | 45 | 27 | 0 | 24 | 51 | 20 | 0 | 509 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 75 | 1041 | 98 | 0 | 112 | 1169 | 109 | 0 | 106 | 439 | 108 | 0 | 165 | 486 | 163 | 0 | 4071 |
| **APPROACH %'s :** | 6.18% | 85.75% | 8.07% | 0.00% | 8.06% | 84.10% | 7.84% | 0.00% | 16.23% | 67.23% | 16.54% | 0.00% | 20.27% | 59.71% | 20.02% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 40 | 567 | 48 | 0 | 57 | 661 | 55 | 0 | 53 | 224 | 49 | 0 | 85 | 277 | 81 | 0 | 2197 |
| **PEAK HR FACTOR :** | 0.769 | 0.854 | 0.667 | 0.000 | 0.620 | 0.898 | 0.724 | 0.000 | 0.663 | 0.800 | 0.681 | 0.000 | 0.850 | 0.888 | 0.723 | 0.000 | 0.861 |
| | 0.866 | | | | 0.907 | | | | 0.755 | | | | 0.865 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 17 | 153 | 20 | 0 | 28 | 173 | 14 | 0 | 13 | 58 | 24 | 0 | 23 | 71 | 19 | 0 | 613 |
| 4:15 PM | 22 | 141 | 20 | 0 | 26 | 174 | 13 | 0 | 16 | 60 | 23 | 0 | 25 | 70 | 9 | 0 | 599 |
| 4:30 PM | 15 | 136 | 24 | 0 | 23 | 161 | 12 | 0 | 10 | 74 | 17 | 0 | 23 | 70 | 23 | 0 | 588 |
| 4:45 PM | 23 | 137 | 23 | 0 | 24 | 168 | 14 | 0 | 12 | 70 | 18 | 0 | 35 | 61 | 18 | 0 | 603 |
| 5:00 PM | 21 | 154 | 26 | 0 | 27 | 166 | 23 | 0 | 20 | 75 | 28 | 0 | 23 | 94 | 30 | 0 | 687 |
| 5:15 PM | 14 | 142 | 21 | 0 | 15 | 166 | 12 | 0 | 18 | 60 | 23 | 0 | 25 | 60 | 20 | 0 | 576 |
| 5:30 PM | 17 | 137 | 18 | 0 | 22 | 156 | 15 | 0 | 16 | 46 | 18 | 0 | 23 | 56 | 16 | 0 | 540 |
| 5:45 PM | 8 | 121 | 23 | 0 | 19 | 150 | 13 | 0 | 11 | 56 | 10 | 0 | 13 | 57 | 14 | 0 | 495 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 137 | 1121 | 175 | 0 | 184 | 1314 | 116 | 0 | 116 | 499 | 161 | 0 | 190 | 539 | 149 | 0 | 4701 |
| **APPROACH %'s :** | 9.56% | 78.23% | 12.21% | 0.00% | 11.40% | 81.41% | 7.19% | 0.00% | 14.95% | 64.30% | 20.75% | 0.00% | 21.64% | 61.39% | 16.97% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 81 | 568 | 93 | 0 | 100 | 669 | 62 | 0 | 58 | 279 | 86 | 0 | 106 | 295 | 80 | 0 | 2477 |
| **PEAK HR FACTOR :** | 0.880 | 0.922 | 0.894 | 0.000 | 0.926 | 0.961 | 0.674 | 0.000 | 0.725 | 0.930 | 0.768 | 0.000 | 0.757 | 0.785 | 0.667 | 0.000 | 0.901 |
| | 0.923 | | | | 0.962 | | | | 0.860 | | | | 0.818 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-017
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | State St | | | | State St | | | | W 7th St | | | | W 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 6 | 118 | 17 | 0 | 8 | 98 | 10 | 0 | 15 | 68 | 9 | 0 | 13 | 52 | 21 | 0 | 435 |
| 7:15 AM | 9 | 116 | 18 | 0 | 7 | 141 | 18 | 0 | 12 | 62 | 9 | 0 | 20 | 73 | 14 | 0 | 499 |
| 7:30 AM | 5 | 159 | 11 | 0 | 23 | 178 | 5 | 0 | 17 | 46 | 13 | 0 | 25 | 60 | 28 | 0 | 570 |
| 7:45 AM | 11 | 163 | 12 | 0 | 14 | 179 | 14 | 0 | 20 | 70 | 18 | 0 | 22 | 78 | 27 | 0 | 628 |
| 8:00 AM | 13 | 116 | 6 | 0 | 12 | 148 | 16 | 0 | 3 | 41 | 8 | 0 | 17 | 64 | 12 | 0 | 456 |
| 8:15 AM | 8 | 130 | 14 | 0 | 16 | 120 | 13 | 0 | 11 | 46 | 13 | 0 | 19 | 52 | 22 | 0 | 464 |
| 8:30 AM | 9 | 109 | 10 | 0 | 8 | 114 | 12 | 0 | 14 | 54 | 8 | 0 | 22 | 50 | 17 | 0 | 427 |
| 8:45 AM | 10 | 97 | 8 | 0 | 23 | 160 | 17 | 0 | 11 | 43 | 25 | 0 | 23 | 51 | 20 | 0 | 488 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 71 | 1008 | 96 | 0 | 111 | 1138 | 105 | 0 | 103 | 430 | 103 | 0 | 161 | 480 | 161 | 0 | 3967 |
| **APPROACH %'s :** | 6.04% | 85.79% | 8.17% | 0.00% | 8.20% | 84.05% | 7.75% | 0.00% | 16.19% | 67.61% | 16.19% | 0.00% | 20.07% | 59.85% | 20.07% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 38 | 554 | 47 | 0 | 56 | 646 | 53 | 0 | 52 | 219 | 48 | 0 | 84 | 275 | 81 | 0 | 2153 |
| **PEAK HR FACTOR :** | 0.73 | 0.850 | 0.653 | 0.000 | 0.609 | 0.902 | 0.736 | 0.000 | 0.650 | 0.782 | 0.667 | 0.000 | 0.840 | 0.881 | 0.723 | 0.000 | 0.857 |
| | | 0.859 | | | | 0.912 | | | | 0.738 | | | | 0.866 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 16 | 149 | 19 | 0 | 28 | 169 | 13 | 0 | 13 | 58 | 22 | 0 | 22 | 69 | 17 | 0 | 595 |
| 4:15 PM | 19 | 136 | 19 | 0 | 26 | 169 | 13 | 0 | 16 | 60 | 22 | 0 | 25 | 68 | 9 | 0 | 582 |
| 4:30 PM | 15 | 134 | 23 | 0 | 23 | 157 | 12 | 0 | 10 | 74 | 17 | 0 | 22 | 69 | 23 | 0 | 579 |
| 4:45 PM | 23 | 134 | 22 | 0 | 24 | 166 | 14 | 0 | 12 | 69 | 17 | 0 | 35 | 61 | 17 | 0 | 594 |
| 5:00 PM | 21 | 152 | 26 | 0 | 27 | 164 | 23 | 0 | 20 | 75 | 27 | 0 | 23 | 94 | 29 | 0 | 681 |
| 5:15 PM | 13 | 137 | 21 | 0 | 15 | 164 | 12 | 0 | 18 | 60 | 23 | 0 | 23 | 58 | 20 | 0 | 564 |
| 5:30 PM | 17 | 131 | 17 | 0 | 22 | 155 | 15 | 0 | 16 | 46 | 17 | 0 | 23 | 55 | 16 | 0 | 530 |
| 5:45 PM | 8 | 120 | 23 | 0 | 19 | 147 | 12 | 0 | 11 | 56 | 10 | 0 | 13 | 55 | 14 | 0 | 488 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 132 | 1093 | 170 | 0 | 184 | 1291 | 114 | 0 | 116 | 498 | 155 | 0 | 186 | 529 | 145 | 0 | 4613 |
| **APPROACH %'s :** | 9.46% | 78.35% | 12.19% | 0.00% | 11.58% | 81.25% | 7.17% | 0.00% | 15.08% | 64.76% | 20.16% | 0.00% | 21.63% | 61.51% | 16.86% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 78 | 556 | 90 | 0 | 100 | 656 | 62 | 0 | 58 | 278 | 83 | 0 | 105 | 292 | 78 | 0 | 2436 |
| **PEAK HR FACTOR :** | 0.85 | 0.914 | 0.865 | 0.000 | 0.926 | 0.970 | 0.674 | 0.000 | 0.725 | 0.927 | 0.769 | 0.000 | 0.750 | 0.777 | 0.672 | 0.000 | 0.894 |
| | | 0.910 | | | | 0.956 | | | | 0.859 | | | | 0.813 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-017
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | State St | | | | State St | | | | W 7th St | | | | W 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 7:15 AM | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:30 AM | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 9 |
| 7:45 AM | 0 | 3 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 10 |
| 8:00 AM | 0 | 4 | 1 | 0 | 1 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 16 |
| 8:15 AM | 0 | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 15 |
| 8:30 AM | 1 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 18 |
| 8:45 AM | 0 | 9 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 21 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 4 | 33 | 2 | 0 | 1 | 31 | 4 | 0 | 3 | 9 | 5 | 0 | 4 | 6 | 2 | 0 | 104 |
| **APPROACH %'s :** | 10.26% | 84.62% | 5.13% | 0.00% | 2.78% | 86.11% | 11.11% | 0.00% | 17.65% | 52.94% | 29.41% | 0.00% | 33.33% | 50.00% | 16.67% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 13 | 1 | 0 | 1 | 15 | 2 | 0 | 1 | 5 | 1 | 0 | 1 | 2 | 0 | 0 | 44 |
| **PEAK HR FACTOR :** | 0.500 | 0.650 | 0.250 | 0.000 | 0.250 | 0.536 | 0.500 | 0.000 | 0.250 | 0.625 | 0.250 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.688 |
| | 0.667 | | | | 0.563 | | | | 0.583 | | | | 0.750 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 1 | 4 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 2 | 0 | 18 |
| 4:15 PM | 3 | 5 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 17 |
| 4:30 PM | 0 | 2 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 9 |
| 4:45 PM | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 9 |
| 5:00 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 |
| 5:15 PM | 1 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 12 |
| 5:30 PM | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 10 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 7 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 5 | 28 | 5 | 0 | 0 | 23 | 2 | 0 | 0 | 1 | 6 | 0 | 4 | 10 | 4 | 0 | 88 |
| **APPROACH %'s :** | 13.16% | 73.68% | 13.16% | 0.00% | 0.00% | 92.00% | 8.00% | 0.00% | 0.00% | 14.29% | 85.71% | 0.00% | 22.22% | 55.56% | 22.22% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 12 | 3 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 3 | 2 | 0 | 41 |
| **PEAK HR FACTOR :** | 0.25 | 0.600 | 0.750 | 0.000 | 0.000 | 0.650 | 0.000 | 0.000 | 0.000 | 0.250 | 0.750 | 0.000 | 0.250 | 0.375 | 0.500 | 0.000 | 0.603 |
| | 0.500 | | | | 0.650 | | | | 0.500 | | | | 0.750 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-017
**Date:** 5/8/2019

## Bikes

| NS/EW Streets: | State St | | | | State St | | | | W 7th St | | | | W 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.750 |
| | 0.250 | | | | 0.250 | | | | | | | | 0.250 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **APPROACH %'s :** | 20.00% | 0.00% | 80.00% | 0.00% | 33.33% | 66.67% | 0.00% | 0.00% | | | | | | | | | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **PEAK HR FACTOR :** | 0.25 | 0.000 | 0.500 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.875 |
| | 0.625 | | | | 0.500 | | | | | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W 7th St
**City:** San Jacinto
**Project ID:** 19-06063-017
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | State St | | State St | | W 7th St | | W 7th St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 7:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 4 |
| 7:45 AM | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 4 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 3 |
| 8:30 AM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 5 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 2 | 0 | 2 | 1 | 2 | 4 | 4 | 7 | 22 |
| **APPROACH %'s :** | 100.00% | 0.00% | 66.67% | 33.33% | 33.33% | 66.67% | 36.36% | 63.64% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 1 | 1 | 2 | 2 | 4 | 11 |
| **PEAK HR FACTOR :** | 0.250 | | | 0.250 | 0.250 | 0.500 | 0.500 | 0.500 | 0.688 |
| | 0.250 | | 0.250 | | 0.375 | | 0.750 | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 4:45 PM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 5 |
| 5:00 PM | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 5:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 2 | 7 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 2 | 1 | 3 | 5 | 2 | 1 | 3 | 5 | 22 |
| **APPROACH %'s :** | 66.67% | 33.33% | 37.50% | 62.50% | 66.67% | 33.33% | 37.50% | 62.50% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 2 | 3 | 1 | 0 | 1 | 3 | 11 |
| **PEAK HR FACTOR :** | 0.250 | | 0.250 | 0.375 | 0.250 | | 0.250 | 0.375 | 0.550 |
| | 0.250 | | 0.625 | | 0.250 | | 0.333 | | |

Prepared by National Data & Surveying Services

# State St & W 7th St

## Peak Hour Turning Movement Count

**ID:** 19-06063-017
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:15 AM - 08:15 AM |
| NOON | NONE |
| PM | 04:15 PM - 05:15 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### State St — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 55 | 661 | 57 | 0 | 701 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 62 | 669 | 100 | 0 | 706 | PM |

### EASTBOUND — W 7th St

| AM | NOON | PM | | |
|---|---|---|---|---|
| 372 | 0 | 438 | ⇦ | |
| 0 | 0 | 0 | ↶ | 0 |
| 53 | 0 | 58 | ↱ | 1 |
| 224 | 0 | 279 | → | 1 |
| 49 | 0 | 86 | ↴ | 1 |
| AM | NOON | PM | | |

### WESTBOUND — W 7th St

| PM | NOON | AM | | |
|---|---|---|---|---|
| 80 | 0 | 81 | ↰ | 1 |
| 295 | 0 | 277 | ← | 1 |
| 106 | 0 | 85 | ↰ | 1 |
| 0 | 0 | 0 | ↷ | 0 |
| 472 | 0 | 329 | ⇨ | |
| PM | NOON | AM | | |

**CONTROL:** Signalized

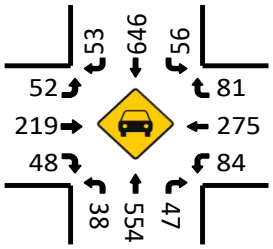
| | AM | NOON | PM |
|---|---|---|---|
| TEV | 2197 | 0 | 2477 |
| PHF | 0.86 | NOON | 0.90 |

### NORTHBOUND — State St

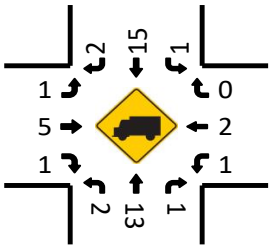
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 861 | 0 | 81 | 568 | 93 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 795 | 0 | 40 | 567 | 48 | AM |

0 2 1 0 (SB) · 0 1 2 0 (NB)

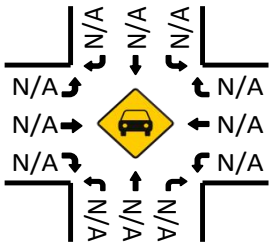
### Cars (AM)



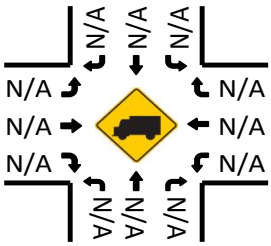

### HT (AM)



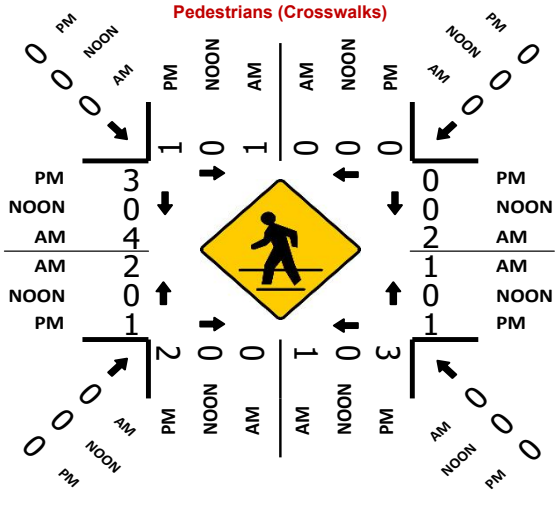

### Cars (NOON)




### HT (NOON)




### Pedestrians (Crosswalks)


PM
NOON
AM
0 0 0
1
0
1
PM 3
NOON 0
AM 4
AM 2
NOON 0
PM 1
0
0
0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-018
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | State St | | | | State St | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 4 | 109 | 43 | 0 | 28 | 83 | 8 | 0 | 5 | 49 | 4 | 0 | 18 | 79 | 33 | 2 | 465 |
| 7:15 AM | 5 | 132 | 29 | 0 | 36 | 121 | 18 | 0 | 17 | 63 | 10 | 0 | 28 | 77 | 26 | 1 | 563 |
| 7:30 AM | 6 | 141 | 15 | 0 | 28 | 155 | 21 | 0 | 10 | 86 | 13 | 0 | 22 | 98 | 31 | 0 | 626 |
| 7:45 AM | 19 | 147 | 21 | 0 | 40 | 137 | 18 | 0 | 18 | 70 | 14 | 0 | 20 | 86 | 36 | 0 | 626 |
| 8:00 AM | 9 | 104 | 34 | 0 | 38 | 150 | 17 | 0 | 11 | 63 | 15 | 0 | 20 | 69 | 28 | 1 | 559 |
| 8:15 AM | 11 | 121 | 35 | 0 | 37 | 96 | 15 | 0 | 8 | 80 | 13 | 0 | 21 | 95 | 32 | 0 | 564 |
| 8:30 AM | 11 | 79 | 32 | 0 | 45 | 107 | 9 | 0 | 11 | 60 | 11 | 0 | 34 | 99 | 43 | 1 | 542 |
| 8:45 AM | 11 | 83 | 14 | 0 | 56 | 134 | 17 | 0 | 8 | 89 | 11 | 1 | 22 | 93 | 35 | 1 | 575 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 76 | 916 | 223 | 0 | 308 | 983 | 123 | 0 | 88 | 560 | 91 | 1 | 185 | 696 | 264 | 6 | 4520 |
| **APPROACH %'s :** | 6.26% | 75.39% | 18.35% | 0.00% | 21.78% | 69.52% | 8.70% | 0.00% | 11.89% | 75.68% | 12.30% | 0.14% | 16.07% | 60.47% | 22.94% | 0.52% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 45 | 513 | 105 | 0 | 143 | 538 | 71 | 0 | 47 | 299 | 55 | 0 | 83 | 348 | 127 | 1 | 2375 |
| **PEAK HR FACTOR :** | 0.592 | 0.872 | 0.750 | 0.000 | 0.894 | 0.868 | 0.845 | 0.000 | 0.653 | 0.869 | 0.917 | 0.000 | 0.943 | 0.888 | 0.882 | 0.250 | 0.948 |
| | 0.886 | | | | 0.917 | | | | 0.920 | | | | 0.925 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 21 | 126 | 36 | 0 | 66 | 148 | 26 | 0 | 16 | 135 | 16 | 1 | 29 | 130 | 39 | 2 | 791 |
| 4:15 PM | 15 | 122 | 34 | 0 | 56 | 137 | 24 | 0 | 31 | 103 | 13 | 0 | 38 | 99 | 48 | 3 | 723 |
| 4:30 PM | 24 | 130 | 32 | 0 | 37 | 138 | 28 | 0 | 21 | 117 | 8 | 0 | 30 | 124 | 43 | 3 | 735 |
| 4:45 PM | 20 | 133 | 16 | 0 | 50 | 140 | 22 | 0 | 15 | 98 | 16 | 0 | 29 | 107 | 42 | 0 | 688 |
| 5:00 PM | 13 | 144 | 33 | 0 | 57 | 151 | 31 | 0 | 29 | 110 | 13 | 0 | 26 | 111 | 35 | 0 | 753 |
| 5:15 PM | 9 | 133 | 33 | 0 | 59 | 149 | 20 | 0 | 19 | 118 | 7 | 0 | 14 | 109 | 34 | 0 | 704 |
| 5:30 PM | 16 | 110 | 25 | 0 | 54 | 132 | 26 | 0 | 19 | 110 | 18 | 0 | 21 | 104 | 36 | 0 | 671 |
| 5:45 PM | 13 | 120 | 36 | 0 | 51 | 106 | 22 | 0 | 14 | 111 | 13 | 0 | 19 | 105 | 27 | 1 | 638 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 131 | 1018 | 245 | 0 | 430 | 1101 | 199 | 0 | 164 | 902 | 104 | 1 | 206 | 889 | 304 | 9 | 5703 |
| **APPROACH %'s :** | 9.40% | 73.03% | 17.58% | 0.00% | 24.86% | 63.64% | 11.50% | 0.00% | 14.01% | 77.03% | 8.88% | 0.09% | 14.63% | 63.14% | 21.59% | 0.64% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 80 | 511 | 118 | 0 | 209 | 563 | 100 | 0 | 83 | 453 | 53 | 1 | 126 | 460 | 172 | 8 | 2937 |
| **PEAK HR FACTOR :** | 0.833 | 0.961 | 0.819 | 0.000 | 0.792 | 0.951 | 0.893 | 0.000 | 0.669 | 0.839 | 0.828 | 0.250 | 0.829 | 0.885 | 0.896 | 0.667 | 0.928 |
| | 0.953 | | | | 0.908 | | | | 0.878 | | | | 0.958 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-018
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | State St | | | | State St | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 4 | 107 | 43 | 0 | 27 | 81 | 8 | 0 | 5 | 49 | 4 | 0 | 18 | 79 | 33 | 2 | 460 |
| 7:15 AM | 5 | 128 | 27 | 0 | 36 | 121 | 18 | 0 | 16 | 63 | 9 | 0 | 28 | 76 | 25 | 1 | 553 |
| 7:30 AM | 5 | 139 | 13 | 0 | 26 | 153 | 21 | 0 | 10 | 84 | 13 | 0 | 22 | 98 | 31 | 0 | 615 |
| 7:45 AM | 18 | 146 | 21 | 0 | 38 | 135 | 18 | 0 | 18 | 68 | 13 | 0 | 19 | 85 | 35 | 0 | 614 |
| 8:00 AM | 9 | 102 | 30 | 0 | 35 | 144 | 17 | 0 | 11 | 63 | 13 | 0 | 19 | 66 | 26 | 1 | 536 |
| 8:15 AM | 11 | 116 | 35 | 0 | 37 | 93 | 15 | 0 | 8 | 79 | 13 | 0 | 21 | 93 | 30 | 0 | 551 |
| 8:30 AM | 11 | 77 | 31 | 0 | 41 | 101 | 9 | 0 | 10 | 56 | 11 | 0 | 33 | 96 | 39 | 1 | 516 |
| 8:45 AM | 10 | 77 | 14 | 0 | 53 | 131 | 17 | 0 | 8 | 88 | 11 | 1 | 21 | 92 | 31 | 1 | 555 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 73 | 892 | 214 | 0 | 293 | 959 | 123 | 0 | 86 | 550 | 87 | 1 | 181 | 685 | 250 | 6 | 4400 |
| **APPROACH %'s :** | 6.19% | 75.66% | 18.15% | 0.00% | 21.31% | 69.75% | 8.95% | 0.00% | 11.88% | 75.97% | 12.02% | 0.14% | 16.13% | 61.05% | 22.28% | 0.53% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 43 | 503 | 99 | 0 | 136 | 525 | 71 | 0 | 47 | 294 | 52 | 0 | 81 | 342 | 122 | 1 | 2316 |
| **PEAK HR FACTOR :** | 0.60 | 0.861 | 0.707 | 0.000 | 0.895 | 0.858 | 0.845 | 0.000 | 0.653 | 0.875 | 1.000 | 0.000 | 0.920 | 0.872 | 0.871 | 0.250 | 0.941 |
| | 0.872 | | | | 0.915 | | | | 0.918 | | | | 0.904 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 20 | 123 | 36 | 0 | 65 | 143 | 25 | 0 | 15 | 135 | 16 | 1 | 29 | 130 | 38 | 2 | 778 |
| 4:15 PM | 15 | 117 | 34 | 0 | 55 | 133 | 23 | 0 | 31 | 103 | 12 | 0 | 38 | 97 | 45 | 3 | 706 |
| 4:30 PM | 24 | 127 | 31 | 0 | 36 | 135 | 26 | 0 | 21 | 117 | 8 | 0 | 29 | 124 | 43 | 3 | 724 |
| 4:45 PM | 20 | 130 | 16 | 0 | 50 | 139 | 20 | 0 | 15 | 97 | 15 | 0 | 29 | 107 | 41 | 0 | 679 |
| 5:00 PM | 13 | 140 | 33 | 0 | 56 | 149 | 31 | 0 | 29 | 110 | 13 | 0 | 26 | 108 | 35 | 0 | 743 |
| 5:15 PM | 9 | 131 | 33 | 0 | 58 | 146 | 20 | 0 | 18 | 118 | 7 | 0 | 14 | 108 | 33 | 0 | 695 |
| 5:30 PM | 16 | 106 | 25 | 0 | 53 | 131 | 26 | 0 | 18 | 110 | 18 | 0 | 21 | 104 | 34 | 0 | 662 |
| 5:45 PM | 13 | 119 | 35 | 0 | 51 | 103 | 22 | 0 | 14 | 110 | 13 | 0 | 19 | 105 | 27 | 1 | 632 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 130 | 993 | 243 | 0 | 424 | 1079 | 193 | 0 | 161 | 900 | 102 | 1 | 205 | 883 | 296 | 9 | 5619 |
| **APPROACH %'s :** | 9.52% | 72.69% | 17.79% | 0.00% | 25.00% | 63.62% | 11.38% | 0.00% | 13.83% | 77.32% | 8.76% | 0.09% | 14.72% | 63.39% | 21.25% | 0.65% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 79 | 497 | 117 | 0 | 206 | 550 | 94 | 0 | 82 | 452 | 51 | 1 | 125 | 458 | 167 | 8 | 2887 |
| **PEAK HR FACTOR :** | 0.82 | 0.956 | 0.813 | 0.000 | 0.792 | 0.962 | 0.904 | 0.000 | 0.661 | 0.837 | 0.797 | 0.250 | 0.822 | 0.881 | 0.928 | 0.667 | 0.928 |
| | 0.952 | | | | 0.912 | | | | 0.877 | | | | 0.952 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-018
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | State St | | | | State St | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 AM | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 10 |
| 7:30 AM | 1 | 2 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:45 AM | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 12 |
| 8:00 AM | 0 | 2 | 4 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 2 | 0 | 23 |
| 8:15 AM | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 13 |
| 8:30 AM | 0 | 2 | 1 | 0 | 4 | 6 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 3 | 4 | 0 | 26 |
| 8:45 AM | 1 | 6 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 4 | 0 | 20 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 24 | 9 | 0 | 15 | 24 | 0 | 0 | 2 | 10 | 4 | 0 | 4 | 11 | 14 | 0 | 120 |
| **APPROACH %'s :** | 8.33% | 66.67% | 25.00% | 0.00% | 38.46% | 61.54% | 0.00% | 0.00% | 12.50% | 62.50% | 25.00% | 0.00% | 13.79% | 37.93% | 48.28% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 10 | 6 | 0 | 7 | 13 | 0 | 0 | 0 | 5 | 3 | 0 | 2 | 6 | 5 | 0 | 59 |
| **PEAK HR FACTOR :** | 0.500 | 0.500 | 0.375 | 0.000 | 0.583 | 0.542 | 0.000 | 0.000 | 0.000 | 0.625 | 0.375 | 0.000 | 0.500 | 0.500 | 0.625 | 0.000 | 0.641 |
| | 0.750 | | | | 0.556 | | | | 0.667 | | | | 0.542 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 1 | 3 | 0 | 0 | 1 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 13 |
| 4:15 PM | 0 | 5 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 3 | 0 | 17 |
| 4:30 PM | 0 | 3 | 1 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 |
| 4:45 PM | 0 | 3 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 9 |
| 5:00 PM | 0 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 10 |
| 5:15 PM | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 9 |
| 5:30 PM | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 |
| 5:45 PM | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 25 | 2 | 0 | 6 | 22 | 6 | 0 | 3 | 2 | 2 | 0 | 1 | 6 | 8 | 0 | 84 |
| **APPROACH %'s :** | 3.57% | 89.29% | 7.14% | 0.00% | 17.65% | 64.71% | 17.65% | 0.00% | 42.86% | 28.57% | 28.57% | 0.00% | 6.67% | 40.00% | 53.33% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 14 | 1 | 0 | 3 | 13 | 6 | 0 | 1 | 1 | 2 | 0 | 1 | 2 | 5 | 0 | 50 |
| **PEAK HR FACTOR :** | 0.25 | 0.700 | 0.250 | 0.000 | 0.750 | 0.650 | 0.750 | 0.000 | 0.250 | 0.250 | 0.500 | 0.000 | 0.250 | 0.250 | 0.417 | 0.000 | 0.735 |
| | 0.800 | | | | 0.786 | | | | 0.500 | | | | 0.400 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-018
**Date:** 5/8/2019

## Bikes

| NS/EW Streets: | State St | | | | State St | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 1 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 6 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 50.00% | 50.00% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 |
| | 0.250 | | | | | | | | | | | | 0.250 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 11 |
| **APPROACH %'s :** | 14.29% | 42.86% | 42.86% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **PEAK HR FACTOR :** | 0.00 | 0.375 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | 0.375 | | | | | | | | 0.500 | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** State St & W Esplanade Ave
**City:** San Jacinto
**Project ID:** 19-06063-018
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | State St | | State St | | W Esplanade Ave | | W Esplanade Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 7:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 8:30 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 1 | 7 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 2 | 9 | 3 | 0 | 3 | 1 | 1 | 2 | 21 |
| **APPROACH %'s :** | 18.18% | 81.82% | 100.00% | 0.00% | 75.00% | 25.00% | 33.33% | 66.67% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 6 | 1 | 0 | 1 | 0 | 1 | 1 | 11 |
| **PEAK HR FACTOR :** | 0.250 | 0.500 | 0.250 | | 0.250 | | 0.250 | 0.250 | 0.688 |
| | 0.583 | | 0.250 | | 0.250 | | 0.500 | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 3 | 1 | 0 | 0 | 2 | 3 | 2 | 1 | 12 |
| **APPROACH %'s :** | 75.00% | 25.00% | | | 40.00% | 60.00% | 66.67% | 33.33% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.250 | | | | 0.250 | 0.250 | | | 0.375 |
| | 0.250 | | | | 0.375 | | | | |

Prepared by National Data & Surveying Services

# State St & W Esplanade Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-018
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### SOUTHBOUND (State St)

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 71 | 538 | 143 | 0 | 687 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 100 | 563 | 209 | 0 | 766 | PM |

### EASTBOUND (W Esplanade Ave)

| AM | NOON | PM | | |
|---|---|---|---|---|
| 464 | 0 | 641 | ⇦ | |
| 0 | 0 | 1 | ↶ | 0 |
| 47 | 0 | 83 | ↱ | 1 |
| 299 | 0 | 453 | → | 2 |
| 55 | 0 | 53 | ↷ | 0 |
| AM | NOON | PM | | |

### WESTBOUND (W Esplanade Ave)

| PM | NOON | AM | | |
|---|---|---|---|---|
| 172 | 0 | 127 | ↶ | 0 |
| 460 | 0 | 348 | ← | 2 |
| 126 | 0 | 83 | ↰ | 1 |
| 8 | 0 | 1 | ↷ | 0 |
| 788 | 0 | 548 | ⇨ | |
| PM | NOON | AM | | |

### NORTHBOUND (State St)

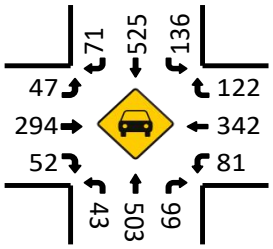
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 742 | 0 | 80 | 511 | 118 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 676 | 0 | 45 | 513 | 105 | AM |

### CONTROL

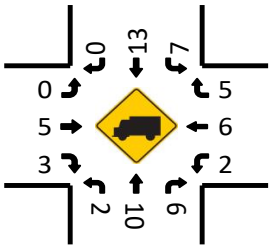
Signalized

| | | | |
|---|---|---|---|
| TEV | 2375 AM | 0 NOON | 2937 PM |
| PHF | 0.95 | | 0.93 |

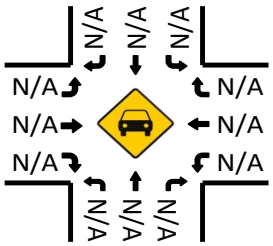
**Cars (AM)**



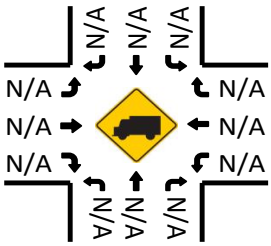

**HT (AM)**



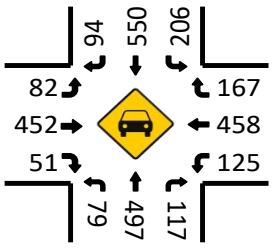

**Cars (NOON)**



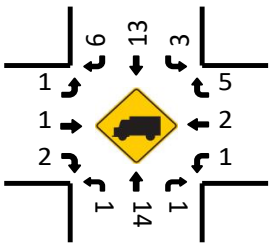

**HT (NOON)**



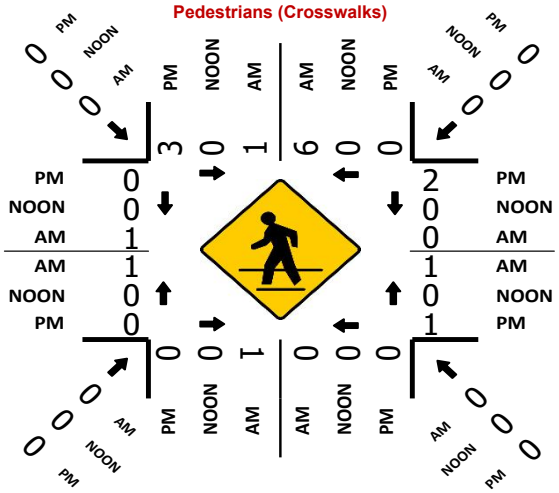

**Cars (PM)**




**HT (PM)**




**Pedestrians (Crosswalks)**



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-019
**Date:** 5/8/2019

## Total

| NS/EW Streets: | N San Jacinto Ave | | | | N San Jacinto Ave | | | | W Ramona Expy | | | | W Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 93 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 129 | 0 | 84 | 213 | 0 | 0 | 692 |
| 7:15 AM | 99 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 69 | 0 | 52 | 303 | 0 | 0 | 692 |
| 7:30 AM | 67 | 1 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 14 | 0 | 11 | 230 | 0 | 0 | 461 |
| 7:45 AM | 49 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 26 | 0 | 6 | 219 | 0 | 0 | 433 |
| 8:00 AM | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 21 | 0 | 4 | 197 | 0 | 0 | 353 |
| 8:15 AM | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 25 | 0 | 2 | 139 | 0 | 0 | 281 |
| 8:30 AM | 45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 29 | 0 | 1 | 141 | 0 | 0 | 305 |
| 8:45 AM | 29 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 28 | 0 | 1 | 121 | 0 | 0 | 275 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 434 | 1 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 849 | 341 | 0 | 161 | 1563 | 0 | 0 | 3492 |
| **APPROACH %'s :** | 75.09% | 0.17% | 24.74% | 0.00% | | | | | 0.00% | 71.34% | 28.66% | 0.00% | 9.34% | 90.66% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 308 | 1 | 138 | 0 | 0 | 0 | 0 | 0 | 0 | 475 | 238 | 0 | 153 | 965 | 0 | 0 | 2278 |
| **PEAK HR FACTOR :** | 0.778 | 0.250 | 0.639 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.935 | 0.461 | 0.000 | 0.455 | 0.796 | 0.000 | 0.000 | 0.823 |
| | 0.730 | | | | 0.696 | | | | | | | | 0.787 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 42 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 244 | 57 | 0 | 16 | 117 | 0 | 0 | 485 |
| 4:15 PM | 51 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 212 | 43 | 0 | 5 | 130 | 0 | 0 | 450 |
| 4:30 PM | 35 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 197 | 50 | 0 | 4 | 89 | 0 | 0 | 381 |
| 4:45 PM | 52 | 0 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 234 | 41 | 0 | 8 | 135 | 1 | 0 | 489 |
| 5:00 PM | 29 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 40 | 0 | 3 | 118 | 0 | 0 | 423 |
| 5:15 PM | 44 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 53 | 0 | 3 | 151 | 0 | 0 | 469 |
| 5:30 PM | 36 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 34 | 0 | 3 | 90 | 0 | 0 | 378 |
| 5:45 PM | 20 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 198 | 40 | 0 | 6 | 105 | 1 | 0 | 374 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 309 | 0 | 59 | 0 | 1 | 1 | 1 | 0 | 1 | 1734 | 358 | 0 | 48 | 935 | 2 | 0 | 3449 |
| **APPROACH %'s :** | 83.97% | 0.00% | 16.03% | 0.00% | 33.33% | 33.33% | 33.33% | 0.00% | 0.05% | 82.85% | 17.10% | 0.00% | 4.87% | 94.92% | 0.20% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 180 | 0 | 39 | 0 | 1 | 1 | 0 | 0 | 1 | 887 | 191 | 0 | 33 | 471 | 1 | 0 | 1805 |
| **PEAK HR FACTOR :** | 0.865 | 0.000 | 0.574 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.250 | 0.909 | 0.838 | 0.000 | 0.516 | 0.872 | 0.250 | 0.000 | 0.923 |
| | 0.793 | | | | 0.500 | | | | 0.893 | | | | 0.877 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-019
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N San Jacinto Ave | | | | N San Jacinto Ave | | | | W Ramona Expy | | | | W Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 92 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 129 | 0 | 83 | 211 | 0 | 0 | 682 |
| 7:15 AM | 99 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 68 | 0 | 52 | 299 | 0 | 0 | 679 |
| 7:30 AM | 67 | 1 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 14 | 0 | 11 | 228 | 0 | 0 | 454 |
| 7:45 AM | 49 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 25 | 0 | 6 | 218 | 0 | 0 | 428 |
| 8:00 AM | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 21 | 0 | 4 | 193 | 0 | 0 | 346 |
| 8:15 AM | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 25 | 0 | 2 | 136 | 0 | 0 | 273 |
| 8:30 AM | 44 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 29 | 0 | 1 | 136 | 0 | 0 | 295 |
| 8:45 AM | 29 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 28 | 0 | 1 | 119 | 0 | 0 | 271 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 432 | 1 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 813 | 339 | 0 | 160 | 1540 | 0 | 0 | 3428 |
| **APPROACH %'s :** | 75.00% | 0.17% | 24.83% | 0.00% | | | | | 0.00% | 70.57% | 29.43% | 0.00% | 9.41% | 90.59% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 307 | 1 | 138 | 0 | 0 | 0 | 0 | 0 | 0 | 453 | 236 | 0 | 152 | 956 | 0 | 0 | 2243 |
| **PEAK HR FACTOR :** | 0.78 | 0.250 | 0.639 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.936 | 0.457 | 0.000 | 0.458 | 0.799 | 0.000 | 0.000 | 0.822 |
| | 0.729 | | | | 0.000 | | | | 0.689 | | | | 0.789 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 42 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 239 | 57 | 0 | 16 | 112 | 0 | 0 | 475 |
| 4:15 PM | 51 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 43 | 0 | 5 | 127 | 0 | 0 | 446 |
| 4:30 PM | 34 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 196 | 50 | 0 | 4 | 84 | 0 | 0 | 374 |
| 4:45 PM | 51 | 0 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 232 | 41 | 0 | 8 | 134 | 1 | 0 | 485 |
| 5:00 PM | 29 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 224 | 39 | 0 | 3 | 118 | 0 | 0 | 421 |
| 5:15 PM | 44 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 52 | 0 | 3 | 149 | 0 | 0 | 464 |
| 5:30 PM | 35 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 33 | 0 | 3 | 86 | 0 | 0 | 369 |
| 5:45 PM | 20 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 193 | 40 | 0 | 6 | 103 | 1 | 0 | 367 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 306 | 0 | 59 | 0 | 1 | 1 | 1 | 0 | 1 | 1714 | 355 | 0 | 48 | 913 | 2 | 0 | 3401 |
| **APPROACH %'s :** | 83.84% | 0.00% | 16.16% | 0.00% | 33.33% | 33.33% | 33.33% | 0.00% | 0.05% | 82.80% | 17.15% | 0.00% | 4.98% | 94.81% | 0.21% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 178 | 0 | 39 | 0 | 1 | 1 | 0 | 0 | 1 | 878 | 191 | 0 | 33 | 457 | 1 | 0 | 1780 |
| **PEAK HR FACTOR :** | 0.87 | 0.000 | 0.574 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.250 | 0.918 | 0.838 | 0.000 | 0.516 | 0.853 | 0.250 | 0.000 | 0.918 |
| | 0.798 | | | | 0.500 | | | | 0.901 | | | | 0.858 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-019
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | N San Jacinto Ave | | | | N San Jacinto Ave | | | | W Ramona Expy | | | | W Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 2 | 0 | 0 | 10 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 4 | 0 | 0 | 13 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 7 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 5 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 7 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 8 |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 10 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 2 | 0 | 1 | 23 | 0 | 0 | 64 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 0.00% | | | | | 0.00% | 94.74% | 5.26% | 0.00% | 4.17% | 95.83% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 2 | 0 | 1 | 9 | 0 | 0 | 35 |
| **PEAK HR FACTOR :** | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.688 | 0.500 | 0.000 | 0.250 | 0.563 | 0.000 | 0.000 | 0.673 |
| | 0.250 | | | | | | | | 0.667 | | | | 0.625 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 10 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 4 |
| 4:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 7 |
| 4:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 5 |
| 5:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 9 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 7 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 3 | 0 | 0 | 22 | 0 | 0 | 48 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 0.00% | | | | | 0.00% | 86.96% | 13.04% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 14 | 0 | 0 | 25 |
| **PEAK HR FACTOR :** | 0.50 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.450 | 0.000 | 0.000 | 0.000 | 0.700 | 0.000 | 0.000 | 0.625 |
| | 0.500 | | | | | | | | 0.450 | | | | 0.700 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W Ramona Expy
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-019
**Date:** 5/8/2019

## Bikes

| NS/EW Streets: | N San Jacinto Ave | | | | N San Jacinto Ave | | | | W Ramona Expy | | | | W Ramona Expy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 7:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 8 |
| **APPROACH %'s :** | 50.00% | 0.00% | 50.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.625 |
| | 0.500 | | | | | | | | | | | | 0.375 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | 0.250 | | | | | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W Ramona Expy **Project ID:** 19-06063-019
**City:** San Jacinto **Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | N San Jacinto Ave | | N San Jacinto Ave | | W Ramona Expy | | W Ramona Expy | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 3 |
| **APPROACH %'s :** | | | 50.00% | 50.00% | | | 0.00% | 100.00% | |
| **PEAK HR :** | **07:00 AM - 08:00 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | | | 0.250 | | | | | | 0.250 |
| | | | 0.250 | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 |
| **APPROACH %'s :** | | | 66.67% | 33.33% | | | | | |
| **PEAK HR :** | **04:00 PM - 05:00 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | | | 0.500 | 0.250 | | | | | 0.375 |
| | | | 0.375 | | | | | | |

Prepared by National Data & Surveying Services

# N San Jacinto Ave & W Ramona Expy

## Peak Hour Turning Movement Count

**ID:** 19-06063-019
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 05:00 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### N San Jacinto Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 1 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 0 | 1 | 1 | 0 | 2 | PM |

### W Ramona Expy — EASTBOUND

| AM | NOON | PM | | |
|---|---|---|---|---|
| 1273 | 0 | 651 | | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 1 | 1 | |
| 475 | 0 | 887 | 2 | |
| 238 | 0 | 191 | 1 | |
| AM | NOON | PM | | |

### W Ramona Expy — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 1 | 0 | 0 | 0 |
| 471 | 0 | 965 | 2 |
| 33 | 0 | 153 | 1 |
| 0 | 0 | 0 | 0 |
| 927 | 0 | 613 | |
| PM | NOON | AM | |

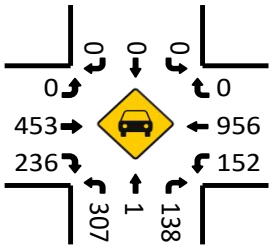
**CONTROL:** Signalized

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 2278 | 0 | 1805 |
| PHF | 0.82 | | 0.92 |

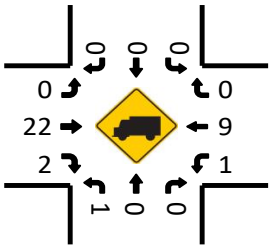
### N San Jacinto Ave — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 225 | 0 | 180 | 0 | 39 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 391 | 0 | 308 | 1 | 138 | AM |

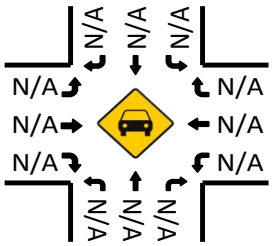
### Cars (AM)



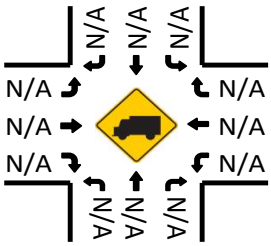

### HT (AM)



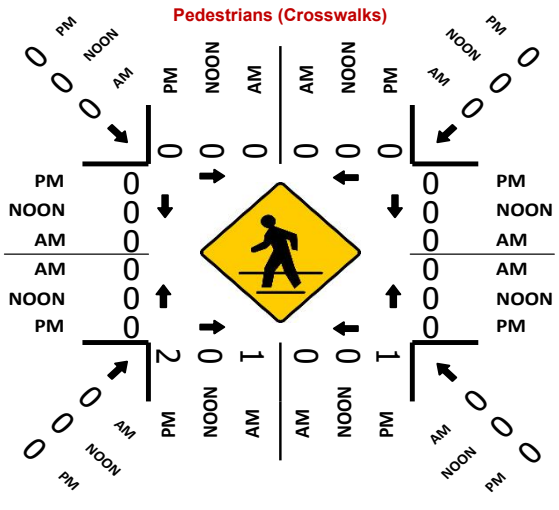

### Cars (NOON)




### HT (NOON)




### Pedestrians (Crosswalks)


PM NOON AM
0 0 0
0 0
0 0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Main St/Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-020
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | N San Jacinto Ave | | | | | N San Jacinto Ave | | | | | Main St/Ramona Blvd | | | | | Main St/Ramona Blvd | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | | | |
| | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| 7:00 AM | 1 | 64 | 0 | 0 | 60 | 1 | 53 | 6 | 0 | 0 | 11 | 7 | 1 | 0 | 0 | 2 | 10 | 1 | 0 | 14 | 0 | 1 | 13 | 28 | 0 | 273 |
| 7:15 AM | 3 | 39 | 0 | 0 | 62 | 3 | 78 | 14 | 0 | 1 | 3 | 14 | 6 | 0 | 1 | 3 | 19 | 0 | 0 | 20 | 0 | 0 | 7 | 31 | 0 | 304 |
| 7:30 AM | 1 | 50 | 3 | 0 | 72 | 0 | 73 | 11 | 0 | 1 | 5 | 8 | 2 | 0 | 1 | 6 | 21 | 2 | 0 | 16 | 0 | 0 | 11 | 50 | 0 | 333 |
| 7:45 AM | 2 | 40 | 2 | 0 | 49 | 3 | 57 | 7 | 0 | 0 | 0 | 19 | 6 | 0 | 0 | 3 | 10 | 3 | 0 | 11 | 0 | 0 | 11 | 48 | 0 | 271 |
| 8:00 AM | 1 | 26 | 5 | 0 | 40 | 1 | 38 | 1 | 0 | 0 | 0 | 12 | 4 | 0 | 0 | 1 | 12 | 0 | 0 | 9 | 0 | 1 | 9 | 64 | 0 | 224 |
| 8:15 AM | 5 | 25 | 1 | 0 | 54 | 1 | 31 | 3 | 0 | 0 | 0 | 14 | 2 | 0 | 1 | 3 | 21 | 2 | 0 | 8 | 0 | 0 | 6 | 56 | 0 | 233 |
| 8:30 AM | 6 | 24 | 2 | 0 | 50 | 2 | 31 | 2 | 0 | 0 | 1 | 13 | 7 | 0 | 1 | 3 | 9 | 1 | 0 | 10 | 0 | 1 | 10 | 50 | 1 | 224 |
| 8:45 AM | 3 | 36 | 1 | 0 | 39 | 1 | 38 | 0 | 0 | 0 | 4 | 16 | 4 | 0 | 0 | 3 | 7 | 0 | 0 | 10 | 0 | 1 | 10 | 61 | 1 | 235 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| **TOTAL VOLUMES :** | 22 | 304 | 14 | 0 | 426 | 12 | 399 | 44 | 0 | 2 | 24 | 103 | 32 | 0 | 4 | 24 | 109 | 9 | 0 | 98 | 0 | 4 | 77 | 388 | 2 | 2097 |
| **APPROACH %'s :** | 2.87% | 39.69% | 1.83% | 0.00% | 55.61% | 2.63% | 87.31% | 9.63% | 0.00% | 0.44% | 14.72% | 63.19% | 19.63% | 0.00% | 2.45% | 10.00% | 45.42% | 3.75% | 0.00% | 40.83% | 0.00% | 0.85% | 16.35% | 82.38% | 0.42% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 7 | 193 | 5 | 0 | 243 | 7 | 261 | 38 | 0 | 2 | 19 | 48 | 15 | 0 | 2 | 14 | 60 | 6 | 0 | 61 | 0 | 1 | 42 | 157 | 0 | 1181 |
| **PEAK HR FACTOR :** | 0.583 | 0.754 | 0.417 | 0.000 | 0.844 | 0.583 | 0.837 | 0.679 | 0.000 | 0.500 | 0.432 | 0.632 | 0.625 | 0.000 | 0.500 | 0.583 | 0.714 | 0.500 | 0.000 | 0.763 | 0.000 | 0.250 | 0.808 | 0.785 | 0.000 | 0.887 |
| | | | 0.889 | | | | | 0.802 | | | | | 0.840 | | | | | 0.783 | | | | | | | | |

| **PM** | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| 4:00 PM | 3 | 42 | 9 | 0 | 50 | 2 | 64 | 6 | 0 | 1 | 6 | 20 | 7 | 0 | 1 | 10 | 17 | 0 | 0 | 10 | 0 | 0 | 11 | 57 | 1 | 317 |
| 4:15 PM | 3 | 63 | 5 | 0 | 53 | 2 | 65 | 8 | 0 | 0 | 3 | 17 | 3 | 0 | 0 | 6 | 24 | 0 | 0 | 11 | 0 | 1 | 7 | 52 | 1 | 324 |
| 4:30 PM | 5 | 59 | 1 | 0 | 71 | 2 | 60 | 1 | 0 | 1 | 7 | 13 | 1 | 0 | 1 | 8 | 12 | 2 | 0 | 4 | 0 | 0 | 7 | 41 | 0 | 296 |
| 4:45 PM | 2 | 48 | 9 | 0 | 58 | 2 | 66 | 5 | 0 | 0 | 4 | 13 | 5 | 0 | 0 | 9 | 15 | 2 | 0 | 8 | 0 | 5 | 9 | 65 | 1 | 326 |
| 5:00 PM | 6 | 53 | 5 | 0 | 70 | 2 | 45 | 4 | 0 | 0 | 5 | 16 | 6 | 0 | 2 | 14 | 19 | 1 | 0 | 7 | 0 | 0 | 12 | 51 | 0 | 318 |
| 5:15 PM | 1 | 49 | 5 | 0 | 61 | 1 | 68 | 8 | 0 | 0 | 5 | 27 | 12 | 0 | 0 | 6 | 22 | 2 | 0 | 9 | 0 | 1 | 15 | 43 | 1 | 336 |
| 5:30 PM | 5 | 50 | 9 | 0 | 68 | 0 | 37 | 3 | 0 | 1 | 3 | 20 | 4 | 0 | 0 | 8 | 16 | 2 | 0 | 7 | 0 | 0 | 5 | 59 | 3 | 300 |
| 5:45 PM | 4 | 32 | 5 | 0 | 46 | 1 | 45 | 0 | 0 | 0 | 3 | 14 | 4 | 0 | 0 | 12 | 22 | 1 | 0 | 8 | 0 | 0 | 7 | 48 | 0 | 252 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| **TOTAL VOLUMES :** | 29 | 396 | 48 | 0 | 477 | 12 | 450 | 35 | 0 | 3 | 36 | 140 | 42 | 0 | 4 | 73 | 147 | 10 | 0 | 64 | 0 | 7 | 73 | 416 | 7 | 2469 |
| **APPROACH %'s :** | 3.05% | 41.68% | 5.05% | 0.00% | 50.21% | 2.40% | 90.00% | 7.00% | 0.00% | 0.60% | 16.22% | 63.06% | 18.92% | 0.00% | 1.80% | 24.83% | 50.00% | 3.40% | 0.00% | 21.77% | 0.00% | 1.39% | 14.51% | 82.70% | 1.39% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 14 | 200 | 28 | 0 | 257 | 5 | 216 | 20 | 0 | 1 | 17 | 76 | 27 | 0 | 2 | 37 | 72 | 7 | 0 | 31 | 0 | 6 | 41 | 218 | 5 | 1280 |
| **PEAK HR FACTOR :** | 0.583 | 0.943 | 0.778 | 0.000 | 0.918 | 0.625 | 0.794 | 0.625 | 0.000 | 0.250 | 0.850 | 0.704 | 0.563 | 0.000 | 0.250 | 0.661 | 0.818 | 0.875 | 0.000 | 0.861 | 0.000 | 0.300 | 0.683 | 0.838 | 0.417 | 0.952 |
| | | | 0.931 | | | | | 0.786 | | | | | 0.693 | | | | | 0.896 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Main St/Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-020
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N San Jacinto Ave | | | | | N San Jacinto Ave | | | | | Main St/Ramona Blvd | | | | | Main St/Ramona Blvd | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | | | |
| | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| 7:00 AM | 1 | 64 | 0 | 0 | 59 | 1 | 52 | 6 | 0 | 0 | 11 | 7 | 1 | 0 | 0 | 2 | 10 | 0 | 0 | 14 | 0 | 1 | 12 | 27 | 0 | 268 |
| 7:15 AM | 3 | 39 | 0 | 0 | 61 | 3 | 78 | 14 | 0 | 1 | 3 | 13 | 6 | 0 | 1 | 2 | 19 | 0 | 0 | 20 | 0 | 0 | 7 | 28 | 0 | 298 |
| 7:30 AM | 1 | 48 | 3 | 0 | 72 | 0 | 73 | 10 | 0 | 1 | 5 | 8 | 2 | 0 | 1 | 5 | 21 | 2 | 0 | 16 | 0 | 0 | 11 | 48 | 0 | 327 |
| 7:45 AM | 2 | 40 | 2 | 0 | 47 | 2 | 57 | 7 | 0 | 0 | 0 | 17 | 6 | 0 | 0 | 3 | 10 | 3 | 0 | 11 | 0 | 0 | 11 | 45 | 0 | 263 |
| 8:00 AM | 1 | 26 | 4 | 0 | 39 | 1 | 38 | 1 | 0 | 0 | 0 | 11 | 4 | 0 | 0 | 1 | 10 | 0 | 0 | 9 | 0 | 0 | 9 | 63 | 0 | 217 |
| 8:15 AM | 5 | 25 | 1 | 0 | 53 | 1 | 31 | 3 | 0 | 0 | 0 | 13 | 2 | 0 | 1 | 3 | 19 | 2 | 0 | 8 | 0 | 0 | 6 | 55 | 0 | 228 |
| 8:30 AM | 6 | 23 | 2 | 0 | 46 | 2 | 31 | 2 | 0 | 0 | 1 | 11 | 6 | 0 | 1 | 3 | 9 | 1 | 0 | 10 | 0 | 1 | 10 | 50 | 1 | 216 |
| 8:45 AM | 3 | 35 | 1 | 0 | 38 | 1 | 38 | 0 | 0 | 0 | 4 | 15 | 4 | 0 | 0 | 2 | 7 | 0 | 0 | 10 | 0 | 1 | 9 | 58 | 1 | 227 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| **TOTAL VOLUMES :** | 22 | 300 | 13 | 0 | 415 | 11 | 398 | 43 | 0 | 2 | 24 | 95 | 31 | 0 | 4 | 21 | 105 | 8 | 0 | 98 | 0 | 3 | 75 | 374 | 2 | 2044 |
| **APPROACH %'s :** | 2.93% | 40.00% | 1.73% | 0.00% | 55.33% | 2.42% | 87.67% | 9.47% | 0.00% | 0.44% | 15.58% | 61.69% | 20.13% | 0.00% | 2.60% | 9.05% | 45.26% | 3.45% | 0.00% | 42.24% | 0.00% | 0.66% | 16.52% | 82.38% | 0.44% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 7 | 191 | 5 | 0 | 239 | 6 | 260 | 37 | 0 | 2 | 19 | 45 | 15 | 0 | 2 | 12 | 60 | 5 | 0 | 61 | 0 | 1 | 41 | 148 | 0 | 1156 |
| **PEAK HR FACTOR :** | 0.58 | 0.746 | 0.417 | 0.000 | 0.830 | 0.500 | 0.833 | 0.661 | 0.000 | 0.500 | 0.432 | 0.662 | 0.625 | 0.000 | 0.500 | 0.600 | 0.714 | 0.417 | 0.000 | 0.763 | 0.000 | 0.250 | 0.854 | 0.771 | 0.000 | 0.884 |
| | | | 0.891 | | | | | 0.794 | | | | | 0.880 | | | | | 0.784 | | | | | | | | |

| **PM** | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| 4:00 PM | 3 | 42 | 9 | 0 | 49 | 2 | 63 | 6 | 0 | 1 | 6 | 18 | 7 | 0 | 1 | 10 | 17 | 0 | 0 | 10 | 0 | 0 | 11 | 57 | 1 | 313 |
| 4:15 PM | 3 | 63 | 5 | 0 | 51 | 2 | 65 | 8 | 0 | 0 | 3 | 17 | 3 | 0 | 0 | 6 | 23 | 0 | 0 | 10 | 0 | 1 | 7 | 51 | 1 | 319 |
| 4:30 PM | 5 | 58 | 1 | 0 | 70 | 2 | 59 | 1 | 0 | 1 | 7 | 13 | 1 | 0 | 0 | 8 | 11 | 2 | 0 | 4 | 0 | 0 | 7 | 41 | 0 | 291 |
| 4:45 PM | 2 | 47 | 9 | 0 | 56 | 2 | 66 | 5 | 0 | 0 | 4 | 13 | 5 | 0 | 0 | 8 | 15 | 2 | 0 | 8 | 0 | 5 | 9 | 65 | 1 | 322 |
| 5:00 PM | 6 | 53 | 5 | 0 | 70 | 2 | 45 | 4 | 0 | 0 | 5 | 16 | 6 | 0 | 2 | 14 | 19 | 1 | 0 | 7 | 0 | 0 | 12 | 50 | 0 | 317 |
| 5:15 PM | 1 | 48 | 5 | 0 | 61 | 1 | 67 | 7 | 0 | 0 | 5 | 25 | 11 | 0 | 0 | 6 | 22 | 2 | 0 | 9 | 0 | 1 | 15 | 42 | 1 | 329 |
| 5:30 PM | 5 | 49 | 9 | 0 | 67 | 0 | 36 | 3 | 0 | 1 | 3 | 20 | 4 | 0 | 0 | 8 | 15 | 2 | 0 | 7 | 0 | 0 | 5 | 58 | 3 | 295 |
| 5:45 PM | 4 | 32 | 5 | 0 | 45 | 1 | 45 | 0 | 0 | 0 | 3 | 14 | 4 | 0 | 0 | 12 | 22 | 1 | 0 | 8 | 0 | 0 | 7 | 48 | 0 | 251 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| **TOTAL VOLUMES :** | 29 | 392 | 48 | 0 | 469 | 12 | 446 | 34 | 0 | 3 | 36 | 136 | 41 | 0 | 3 | 72 | 144 | 10 | 0 | 63 | 0 | 7 | 73 | 412 | 7 | 2437 |
| **APPROACH %'s :** | 3.09% | 41.79% | 5.12% | 0.00% | 50.00% | 2.42% | 90.10% | 6.87% | 0.00% | 0.61% | 16.67% | 62.96% | 18.98% | 0.00% | 1.39% | 24.91% | 49.83% | 3.46% | 0.00% | 21.80% | 0.00% | 1.40% | 14.63% | 82.57% | 1.40% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 14 | 197 | 28 | 0 | 254 | 5 | 214 | 19 | 0 | 1 | 17 | 74 | 26 | 0 | 2 | 36 | 71 | 7 | 0 | 31 | 0 | 6 | 41 | 215 | 5 | 1263 |
| **PEAK HR FACTOR :** | 0.58 | 0.929 | 0.778 | 0.000 | 0.907 | 0.625 | 0.799 | 0.679 | 0.000 | 0.250 | 0.850 | 0.740 | 0.591 | 0.000 | 0.250 | 0.643 | 0.807 | 0.875 | 0.000 | 0.861 | 0.000 | 0.300 | 0.683 | 0.827 | 0.417 | 0.960 |
| | | | 0.920 | | | | | 0.797 | | | | | 0.726 | | | | | 0.884 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Main St/Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-020
**Date:** 5/8/2019

**HT**

| NS/EW Streets: | N San Jacinto Ave | | | | | N San Jacinto Ave | | | | | Main St/Ramona Blvd | | | | | Main St/Ramona Blvd | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | | | | |
| | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 5 |
| 7:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 |
| 7:45 AM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 |
| 8:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 7 |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 8:30 AM | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 8 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| **TOTAL VOLUMES :** | 0 | 4 | 1 | 0 | 11 | 1 | 1 | 1 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 1 | 2 | 14 | 0 | 53 |
| **APPROACH %'s :** | 0.00% | 25.00% | 6.25% | 0.00% | 68.75% | 33.33% | 33.33% | 33.33% | 0.00% | 0.00% | 0.00% | 88.89% | 11.11% | 0.00% | 0.00% | 37.50% | 50.00% | 12.50% | 0.00% | 0.00% | 0.00% | 5.88% | 11.76% | 82.35% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 0 | 0 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 25 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 | 0.250 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.750 | 0.000 | 0.781 |
| | | | 0.750 | | | | | 0.750 | | | | | 0.375 | | | | | 0.750 | | | | | | | | |

| PM | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 5 |
| 4:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 PM | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| 5:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| **TOTAL VOLUMES :** | 0 | 4 | 0 | 0 | 8 | 0 | 4 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 32 |
| **APPROACH %'s :** | 0.00% | 33.33% | 0.00% | 0.00% | 66.67% | 0.00% | 80.00% | 20.00% | 0.00% | 0.00% | 0.00% | 66.67% | 16.67% | 0.00% | 16.67% | 20.00% | 60.00% | 0.00% | 0.00% | 20.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 17 |
| **PEAK HR FACTOR :** | 0.00 | 0.750 | 0.000 | 0.000 | 0.375 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.607 |
| | | | 0.500 | | | | | 0.375 | | | | | 0.250 | | | | | 0.500 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Main St/Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-020
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | N San Jacinto Ave | | | | | N San Jacinto Ave | | | | | Main St/Ramona Blvd | | | | | Main St/Ramona Blvd | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | | | | |
| | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| 7:00 AM | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| **TOTAL VOLUMES :** | 1 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 11 |
| **APPROACH %'s :** | 14.29% | 14.29% | 28.57% | 0.00% | 42.86% | | | | | | | | | | | 33.33% | 0.00% | 0.00% | 0.00% | 66.67% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.500 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | | | 0.500 | | | | | | | | | | | | | | | | | | | | | | | |

| PM | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | NL2 | SL | ST | SR | SU | SR2 | EL | ET | ER | EU | EU2 | WL | WT | WR | WU | WT2 | E2U | E2L2 | E2T2 | E2R2 | E2U2 | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 12 |
| **APPROACH %'s :** | 0.00% | 0.00% | 50.00% | 0.00% | 50.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 50.00% | 25.00% | 0.00% | 25.00% | 0.00% | 25.00% | 0.00% | 75.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 7 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.875 |
| | | | 0.250 | | | | | 0.250 | | | | | 0.250 | | | | | 0.500 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Main St/Ramona Blvd
**City:** San Jacinto
**Project ID:** 19-06063-020
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | N San Jacinto Ave | | N San Jacinto Ave | | Main St/Ramona Blvd | | Main St/Ramona Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | WEST LEG 2 | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| 7:15 AM | 2 | 2 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 1 | 10 |
| 7:30 AM | 0 | 1 | 4 | 0 | 2 | 0 | 1 | 5 | 0 | 0 | 13 |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 3 |
| 8:45 AM | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 |
| | EB | WB | EB | WB | NB | SB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 3 | 4 | 5 | 0 | 8 | 0 | 4 | 6 | 2 | 2 | 34 |
| **APPROACH %'s :** | 42.86% | 57.14% | 100.00% | 0.00% | 100.00% | 0.00% | 40.00% | 60.00% | 50.00% | 50.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 3 | 4 | 0 | 6 | 0 | 4 | 5 | 1 | 1 | 26 |
| **PEAK HR FACTOR :** | 0.250 | 0.375 | 0.250 | | 0.500 | | 0.500 | 0.250 | 0.250 | 0.250 | 0.500 |
| | 0.313 | | 0.250 | | 0.500 | | 0.375 | | 0.500 | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | WEST LEG 2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 4 |
| 4:15 PM | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 8 |
| 4:30 PM | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 7 |
| 4:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 5 |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 5 | 3 | 13 |
| 5:30 PM | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| 5:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 5 |
| | EB | WB | EB | WB | NB | SB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 6 | 4 | 2 | 2 | 4 | 4 | 3 | 4 | 10 | 8 | 47 |
| **APPROACH %'s :** | 60.00% | 40.00% | 50.00% | 50.00% | 50.00% | 50.00% | 42.86% | 57.14% | 55.56% | 44.44% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 2 | 0 | 2 | 3 | 1 | 2 | 2 | 5 | 5 | 23 |
| **PEAK HR FACTOR :** | 0.250 | 0.500 | | 0.500 | 0.375 | 0.250 | 0.250 | 0.250 | 0.250 | 0.417 | 0.442 |
| | 0.375 | | 0.500 | | 0.333 | | 0.500 | | 0.313 | | |

Prepared by National Data & Surveying Services

# N San Jacinto Ave & Main St/Ramona Blvd

## Peak Hour Turning Movement Count

**ID:** 19-06063-020
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:45 PM - 05:45 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### N San Jacinto Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 38 | 261 | 7 | 0 | 218 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 20 | 216 | 5 | 0 | 224 | PM |

### Main St/Ramona Blvd — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 105 | 0 | 106 | |
| 0 | 0 | 0 | 0 |
| 19 | 0 | 17 | 0 |
| 48 | 0 | 76 | 1 |
| 15 | 0 | 27 | 0 |

### Main St/Ramona Blvd — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 7 | 0 | 6 | 0 |
| 72 | 0 | 60 | 1 |
| 37 | 0 | 14 | 0 |
| 0 | 0 | 0 | 0 |
| 109 | 0 | 60 | |

### N San Jacinto Ave — NORTHBOUND

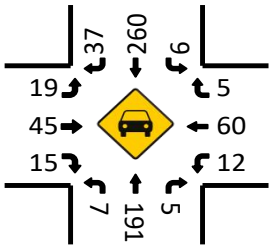
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 280 | 0 | 14 | 200 | 28 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 290 | 0 | 7 | 193 | 5 | AM |

| | | | | |
|---|---|---|---|---|
| | 0 | 1 | 0 | 0 |
| | 0 | 0.5 | 1 | 0.5 |

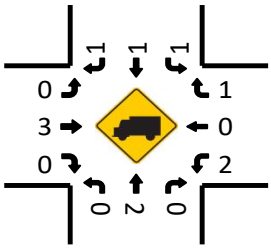
**CONTROL:** Signalized

| | | | |
|---|---|---|---|
| TEV | 673 AM | 0 NOON | 719 PM |
| PHF | 0.89 | | 0.95 |

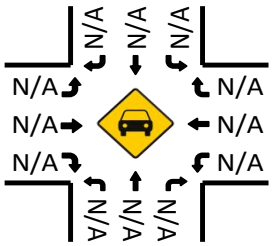
### Cars (AM)



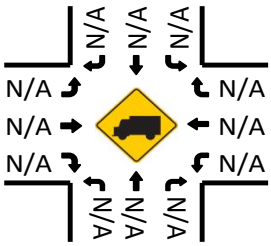

### HT (AM)



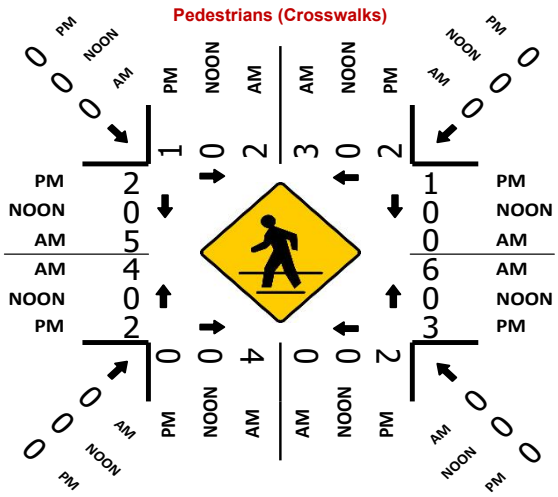

### Cars (NOON)




### HT (NOON)




### Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
1
0
2
3
0
2
PM
NOON
AM
2
0
5
AM
NOON
PM
4
0
2
1
0
0
AM
NOON
PM
6
0
3
0
0
0
0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-021
**Date:** 5/8/2019

## Total

| NS/EW Streets: | N San Jacinto Ave | | | | N San Jacinto Ave | | | | W 7th St | | | | W 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 13 | 92 | 18 | 0 | 11 | 71 | 4 | 0 | 10 | 56 | 16 | 0 | 13 | 48 | 21 | 0 | 373 |
| 7:15 AM | 17 | 81 | 22 | 0 | 12 | 99 | 8 | 0 | 8 | 58 | 13 | 0 | 20 | 72 | 27 | 0 | 437 |
| 7:30 AM | 24 | 91 | 18 | 0 | 20 | 93 | 14 | 0 | 9 | 42 | 23 | 0 | 19 | 69 | 41 | 0 | 463 |
| 7:45 AM | 22 | 69 | 12 | 0 | 16 | 100 | 3 | 0 | 5 | 46 | 25 | 0 | 25 | 79 | 29 | 0 | 431 |
| 8:00 AM | 23 | 52 | 14 | 0 | 23 | 96 | 3 | 0 | 4 | 48 | 27 | 0 | 7 | 44 | 13 | 0 | 354 |
| 8:15 AM | 20 | 85 | 16 | 0 | 13 | 89 | 3 | 0 | 4 | 48 | 37 | 0 | 16 | 64 | 14 | 0 | 409 |
| 8:30 AM | 37 | 65 | 19 | 0 | 7 | 88 | 5 | 0 | 12 | 49 | 29 | 0 | 21 | 53 | 15 | 0 | 400 |
| 8:45 AM | 37 | 63 | 10 | 0 | 7 | 103 | 3 | 0 | 11 | 34 | 36 | 0 | 25 | 61 | 12 | 0 | 402 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 193 | 598 | 129 | 0 | 109 | 739 | 43 | 0 | 63 | 381 | 206 | 0 | 146 | 490 | 172 | 0 | 3269 |
| **APPROACH %'s :** | 20.98% | 65.00% | 14.02% | 0.00% | 12.23% | 82.94% | 4.83% | 0.00% | 9.69% | 58.62% | 31.69% | 0.00% | 18.07% | 60.64% | 21.29% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 76 | 333 | 70 | 0 | 59 | 363 | 29 | 0 | 32 | 202 | 77 | 0 | 77 | 268 | 118 | 0 | 1704 |
| **PEAK HR FACTOR :** | 0.792 | 0.905 | 0.795 | 0.000 | 0.738 | 0.908 | 0.518 | 0.000 | 0.800 | 0.871 | 0.770 | 0.000 | 0.770 | 0.848 | 0.720 | 0.000 | 0.920 |
| | 0.900 | | | | 0.888 | | | | 0.948 | | | | 0.870 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 42 | 107 | 26 | 0 | 14 | 132 | 16 | 0 | 7 | 66 | 39 | 0 | 18 | 52 | 9 | 0 | 528 |
| 4:15 PM | 47 | 113 | 29 | 0 | 19 | 119 | 5 | 0 | 9 | 70 | 45 | 0 | 25 | 61 | 12 | 0 | 554 |
| 4:30 PM | 56 | 120 | 31 | 0 | 14 | 113 | 9 | 0 | 12 | 54 | 40 | 0 | 29 | 49 | 12 | 0 | 539 |
| 4:45 PM | 51 | 121 | 33 | 0 | 15 | 112 | 7 | 0 | 8 | 52 | 37 | 0 | 31 | 51 | 3 | 0 | 521 |
| 5:00 PM | 46 | 121 | 35 | 0 | 21 | 118 | 7 | 0 | 14 | 79 | 44 | 0 | 36 | 64 | 6 | 0 | 591 |
| 5:15 PM | 47 | 118 | 36 | 0 | 18 | 119 | 5 | 0 | 6 | 56 | 49 | 0 | 15 | 41 | 12 | 0 | 522 |
| 5:30 PM | 39 | 127 | 30 | 0 | 17 | 109 | 3 | 0 | 6 | 45 | 39 | 0 | 35 | 45 | 9 | 0 | 504 |
| 5:45 PM | 41 | 107 | 32 | 0 | 11 | 103 | 6 | 0 | 9 | 58 | 37 | 0 | 23 | 54 | 9 | 0 | 490 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 369 | 934 | 252 | 0 | 129 | 925 | 58 | 0 | 71 | 480 | 330 | 0 | 212 | 417 | 72 | 0 | 4249 |
| **APPROACH %'s :** | 23.73% | 60.06% | 16.21% | 0.00% | 11.60% | 83.18% | 5.22% | 0.00% | 8.06% | 54.48% | 37.46% | 0.00% | 30.24% | 59.49% | 10.27% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 200 | 475 | 128 | 0 | 69 | 462 | 28 | 0 | 43 | 255 | 166 | 0 | 121 | 225 | 33 | 0 | 2205 |
| **PEAK HR FACTOR :** | 0.893 | 0.981 | 0.914 | 0.000 | 0.821 | 0.971 | 0.778 | 0.000 | 0.768 | 0.807 | 0.922 | 0.000 | 0.840 | 0.879 | 0.688 | 0.000 | 0.933 |
| | 0.970 | | | | 0.957 | | | | 0.847 | | | | 0.894 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-021
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N San Jacinto Ave | | | | N San Jacinto Ave | | | | W 7th St | | | | W 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 13 | 90 | 18 | 0 | 11 | 68 | 4 | 0 | 10 | 56 | 14 | 0 | 13 | 47 | 21 | 0 | 365 |
| 7:15 AM | 17 | 80 | 22 | 0 | 12 | 95 | 8 | 0 | 8 | 55 | 13 | 0 | 20 | 72 | 27 | 0 | 429 |
| 7:30 AM | 24 | 90 | 18 | 0 | 20 | 90 | 14 | 0 | 9 | 40 | 23 | 0 | 19 | 68 | 40 | 0 | 455 |
| 7:45 AM | 21 | 66 | 11 | 0 | 15 | 96 | 3 | 0 | 5 | 46 | 25 | 0 | 25 | 77 | 29 | 0 | 419 |
| 8:00 AM | 22 | 51 | 13 | 0 | 23 | 94 | 3 | 0 | 4 | 46 | 26 | 0 | 7 | 43 | 12 | 0 | 344 |
| 8:15 AM | 18 | 84 | 16 | 0 | 13 | 88 | 2 | 0 | 4 | 46 | 37 | 0 | 16 | 61 | 14 | 0 | 399 |
| 8:30 AM | 37 | 61 | 19 | 0 | 7 | 87 | 5 | 0 | 11 | 49 | 29 | 0 | 21 | 52 | 15 | 0 | 393 |
| 8:45 AM | 36 | 61 | 10 | 0 | 7 | 100 | 2 | 0 | 11 | 33 | 36 | 0 | 23 | 59 | 12 | 0 | 390 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 188 | 583 | 127 | 0 | 108 | 718 | 41 | 0 | 62 | 371 | 203 | 0 | 144 | 479 | 170 | 0 | 3194 |
| **APPROACH %'s :** | 20.94% | 64.92% | 14.14% | 0.00% | 12.46% | 82.81% | 4.73% | 0.00% | 9.75% | 58.33% | 31.92% | 0.00% | 18.16% | 60.40% | 21.44% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 75 | 326 | 69 | 0 | 58 | 349 | 29 | 0 | 32 | 197 | 75 | 0 | 77 | 264 | 117 | 0 | 1668 |
| **PEAK HR FACTOR :** | 0.78 | 0.906 | 0.784 | 0.000 | 0.725 | 0.909 | 0.518 | 0.000 | 0.800 | 0.879 | 0.750 | 0.000 | 0.770 | 0.857 | 0.731 | 0.000 | 0.916 |
| | 0.890 | | | | 0.879 | | | | 0.950 | | | | 0.874 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 42 | 106 | 26 | 0 | 14 | 131 | 16 | 0 | 7 | 66 | 38 | 0 | 18 | 50 | 9 | 0 | 523 |
| 4:15 PM | 47 | 112 | 28 | 0 | 19 | 118 | 5 | 0 | 9 | 70 | 45 | 0 | 25 | 60 | 12 | 0 | 550 |
| 4:30 PM | 56 | 119 | 31 | 0 | 13 | 112 | 9 | 0 | 12 | 54 | 40 | 0 | 29 | 49 | 12 | 0 | 536 |
| 4:45 PM | 50 | 119 | 33 | 0 | 15 | 111 | 7 | 0 | 8 | 51 | 37 | 0 | 31 | 51 | 3 | 0 | 516 |
| 5:00 PM | 46 | 121 | 35 | 0 | 21 | 117 | 7 | 0 | 14 | 79 | 44 | 0 | 36 | 62 | 6 | 0 | 588 |
| 5:15 PM | 47 | 117 | 36 | 0 | 18 | 116 | 5 | 0 | 5 | 53 | 49 | 0 | 15 | 40 | 12 | 0 | 513 |
| 5:30 PM | 39 | 126 | 30 | 0 | 17 | 107 | 3 | 0 | 6 | 45 | 39 | 0 | 35 | 45 | 9 | 0 | 501 |
| 5:45 PM | 41 | 105 | 32 | 0 | 10 | 103 | 6 | 0 | 9 | 58 | 37 | 0 | 23 | 53 | 9 | 0 | 486 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 368 | 925 | 251 | 0 | 127 | 915 | 58 | 0 | 70 | 476 | 329 | 0 | 212 | 410 | 72 | 0 | 4213 |
| **APPROACH %'s :** | 23.83% | 59.91% | 16.26% | 0.00% | 11.55% | 83.18% | 5.27% | 0.00% | 8.00% | 54.40% | 37.60% | 0.00% | 30.55% | 59.08% | 10.37% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 199 | 471 | 127 | 0 | 68 | 458 | 28 | 0 | 43 | 254 | 166 | 0 | 121 | 222 | 33 | 0 | 2190 |
| **PEAK HR FACTOR :** | 0.89 | 0.973 | 0.907 | 0.000 | 0.810 | 0.970 | 0.778 | 0.000 | 0.768 | 0.804 | 0.922 | 0.000 | 0.840 | 0.895 | 0.688 | 0.000 | 0.931 |
| | 0.967 | | | | 0.955 | | | | 0.845 | | | | 0.904 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-021
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | N San Jacinto Ave | | | | N San Jacinto Ave | | | | W 7th St | | | | W 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 8 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 8 |
| 7:45 AM | 1 | 3 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 12 |
| 8:00 AM | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 10 |
| 8:15 AM | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 10 |
| 8:30 AM | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 8:45 AM | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 12 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 5 | 15 | 2 | 0 | 1 | 21 | 2 | 0 | 1 | 10 | 3 | 0 | 2 | 11 | 2 | 0 | 75 |
| **APPROACH %'s :** | 22.73% | 68.18% | 9.09% | 0.00% | 4.17% | 87.50% | 8.33% | 0.00% | 7.14% | 71.43% | 21.43% | 0.00% | 13.33% | 73.33% | 13.33% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 7 | 1 | 0 | 1 | 14 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 4 | 1 | 0 | 36 |
| **PEAK HR FACTOR :** | 0.250 | 0.583 | 0.250 | 0.000 | 0.250 | 0.875 | 0.000 | 0.000 | 0.000 | 0.417 | 0.250 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.750 |
| | 0.450 | | | | 0.750 | | | | 0.583 | | | | 0.625 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 5 |
| 4:15 PM | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 4:30 PM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 PM | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 PM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 9 | 1 | 0 | 2 | 10 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 7 | 0 | 0 | 36 |
| **APPROACH %'s :** | 9.09% | 81.82% | 9.09% | 0.00% | 16.67% | 83.33% | 0.00% | 0.00% | 16.67% | 66.67% | 16.67% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 4 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 15 |
| **PEAK HR FACTOR :** | 0.25 | 0.500 | 0.250 | 0.000 | 0.250 | 1.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.750 |
| | 0.500 | | | | 0.625 | | | | 0.250 | | | | 0.375 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-021
**Date:** 5/8/2019

**Bikes**

| **NS/EW Streets:** | N San Jacinto Ave | | | | N San Jacinto Ave | | | | W 7th St | | | | W 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 7:15 AM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 5 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 12 |
| **APPROACH %'s :** | 28.57% | 71.43% | 0.00% | 0.00% | 0.00% | 66.67% | 33.33% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| **PEAK HR FACTOR :** | 0.500 | 0.375 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.563 |
| | 0.625 | | | | 0.500 | | | | 0.250 | | | | 0.250 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1.5 | 0.5 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 4:15 PM | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 7 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 3 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 6 | 0 | 0 | 22 |
| **APPROACH %'s :** | 0.00% | 50.00% | 50.00% | 0.00% | 33.33% | 66.67% | 0.00% | 0.00% | 0.00% | 85.71% | 14.29% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 12 |
| **PEAK HR FACTOR :** | 0.00 | 0.250 | 0.250 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.429 |
| | 0.500 | | | | 0.375 | | | | 0.375 | | | | 0.250 | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & W 7th St
**City:** San Jacinto
**Project ID:** 19-06063-021
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| **NS/EW Streets:** | N San Jacinto Ave | | N San Jacinto Ave | | W 7th St | | W 7th St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 7:15 AM | 0 | 0 | 0 | 3 | 0 | 1 | 3 | 1 | 8 |
| 7:30 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 3 |
| 7:45 AM | 1 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 7 |
| 8:00 AM | 1 | 0 | 6 | 0 | 1 | 1 | 0 | 1 | 10 |
| 8:15 AM | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 4 |
| 8:30 AM | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 7 |
| 8:45 AM | 2 | 1 | 2 | 6 | 0 | 4 | 5 | 2 | 22 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 7 | 7 | 10 | 12 | 2 | 8 | 11 | 8 | 65 |
| **APPROACH %'s :** | 50.00% | 50.00% | 45.45% | 54.55% | 20.00% | 80.00% | 57.89% | 42.11% | |
| **PEAK HR :** | **07:00 AM - 08:00 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 5 | 0 | 6 | 1 | 2 | 5 | 2 | 22 |
| **PEAK HR FACTOR :** | 0.250 | 0.417 | | 0.500 | 0.250 | 0.500 | 0.417 | 0.500 | 0.688 |
| | 0.500 | | 0.500 | | 0.750 | | 0.438 | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 3 | 7 |
| 4:15 PM | 0 | 0 | 3 | 0 | 1 | 6 | 0 | 2 | 12 |
| 4:30 PM | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 3 | 14 |
| 4:45 PM | 0 | 1 | 4 | 3 | 3 | 0 | 0 | 0 | 11 |
| 5:00 PM | 3 | 1 | 2 | 5 | 1 | 1 | 3 | 1 | 17 |
| 5:15 PM | 2 | 2 | 0 | 0 | 0 | 3 | 2 | 3 | 12 |
| 5:30 PM | 1 | 0 | 2 | 7 | 0 | 1 | 4 | 1 | 16 |
| 5:45 PM | 2 | 2 | 0 | 1 | 1 | 1 | 1 | 2 | 10 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 9 | 8 | 15 | 19 | 7 | 13 | 13 | 15 | 99 |
| **APPROACH %'s :** | 52.94% | 47.06% | 44.12% | 55.88% | 35.00% | 65.00% | 46.43% | 53.57% | |
| **PEAK HR :** | **04:15 PM - 05:15 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 4 | 3 | 10 | 11 | 6 | 8 | 6 | 6 | 54 |
| **PEAK HR FACTOR :** | 0.333 | 0.750 | 0.625 | 0.550 | 0.500 | 0.333 | 0.500 | 0.500 | 0.794 |
| | 0.438 | | 0.750 | | 0.500 | | 0.500 | | |

Prepared by National Data & Surveying Services

# N San Jacinto Ave & W 7th St

## Peak Hour Turning Movement Count

**ID:** 19-06063-021
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

AM: 07:00 AM - 08:00 AM
NOON: NONE
PM: 04:15 PM - 05:15 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### SOUTHBOUND — N San Jacinto Ave

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 29 | 363 | 59 | 0 | 483 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 28 | 462 | 69 | 0 | 551 | PM |

### EASTBOUND — W 7th St

| AM | NOON | PM | |
|---|---|---|---|
| 373 | 0 | 453 | |
| 0 | 0 | 0 | 0 |
| 32 | 0 | 43 | 1 |
| 202 | 0 | 255 | 1 |
| 77 | 0 | 166 | 1 |

### WESTBOUND — W 7th St

| PM | NOON | AM | |
|---|---|---|---|
| 33 | 0 | 118 | 0 |
| 225 | 0 | 268 | 2 |
| 121 | 0 | 77 | 1 |
| 0 | 0 | 0 | 0 |
| 452 | 0 | 331 | |

### NORTHBOUND — N San Jacinto Ave

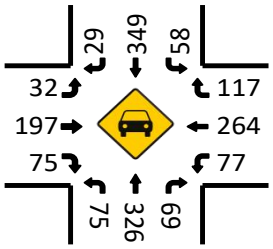
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 749 | 0 | 200 | 475 | 128 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 517 | 0 | 76 | 333 | 70 | AM |

0.5 1.5 1 0

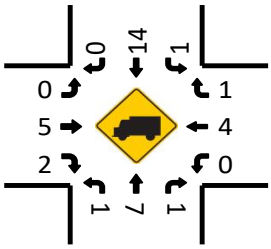
0 1 1 1

| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 1704 AM | 0 NOON | 2205 PM |
| PHF | 0.92 | | 0.93 |

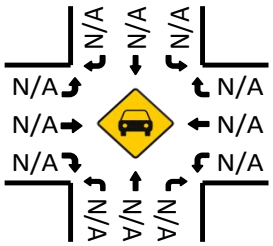
**Cars (AM)**



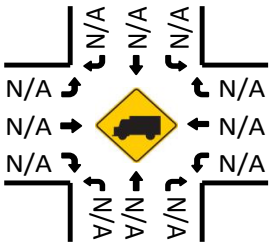

**HT (AM)**



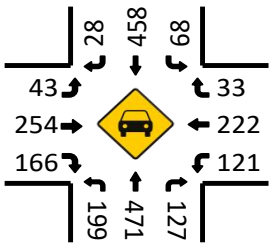

**Cars (NOON)**



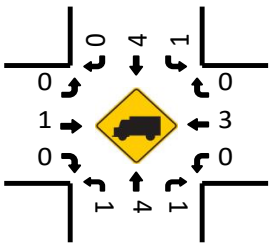

**HT (NOON)**



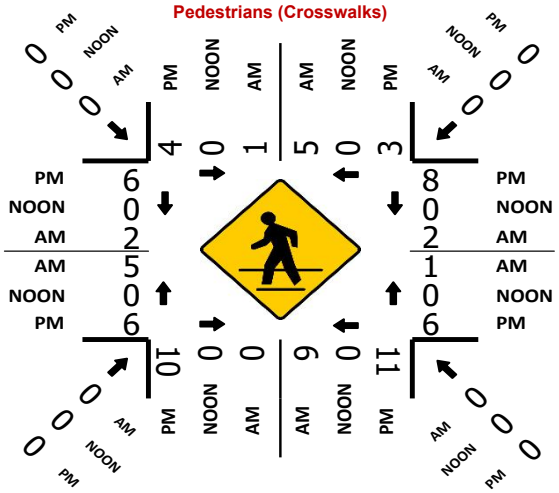

**Cars (PM)**




**HT (PM)**




**Pedestrians (Crosswalks)**



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-022
**Date:** 5/8/2019

## Total

| NS/EW Streets: | N San Jacinto Ave | | | | N San Jacinto Ave | | | | Esplanade Ave | | | | Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 28 | 89 | 8 | 0 | 18 | 64 | 21 | 0 | 21 | 67 | 19 | 0 | 3 | 67 | 15 | 0 | 420 |
| 7:15 AM | 21 | 80 | 5 | 0 | 15 | 76 | 16 | 0 | 19 | 73 | 29 | 1 | 9 | 86 | 11 | 0 | 441 |
| 7:30 AM | 29 | 85 | 11 | 0 | 26 | 71 | 19 | 0 | 14 | 53 | 37 | 0 | 6 | 93 | 19 | 0 | 463 |
| 7:45 AM | 34 | 100 | 12 | 0 | 23 | 106 | 9 | 0 | 15 | 60 | 22 | 0 | 14 | 104 | 10 | 0 | 509 |
| 8:00 AM | 25 | 52 | 11 | 0 | 28 | 82 | 15 | 0 | 17 | 79 | 35 | 0 | 18 | 83 | 9 | 0 | 454 |
| 8:15 AM | 41 | 86 | 7 | 0 | 25 | 80 | 11 | 0 | 19 | 70 | 46 | 0 | 20 | 97 | 15 | 0 | 517 |
| 8:30 AM | 45 | 89 | 12 | 2 | 24 | 97 | 16 | 0 | 22 | 72 | 38 | 1 | 25 | 119 | 20 | 0 | 582 |
| 8:45 AM | 39 | 80 | 18 | 3 | 25 | 121 | 19 | 0 | 17 | 63 | 46 | 0 | 27 | 88 | 18 | 0 | 564 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 262 | 661 | 84 | 5 | 184 | 697 | 126 | 0 | 144 | 537 | 272 | 2 | 122 | 737 | 117 | 0 | 3950 |
| **APPROACH %'s :** | 25.89% | 65.32% | 8.30% | 0.49% | 18.27% | 69.22% | 12.51% | 0.00% | 15.08% | 56.23% | 28.48% | 0.21% | 12.50% | 75.51% | 11.99% | 0.00% | |
| **PEAK HR :** | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 150 | 307 | 48 | 5 | 102 | 380 | 61 | 0 | 75 | 284 | 165 | 1 | 90 | 387 | 62 | 0 | 2117 |
| **PEAK HR FACTOR :** | 0.833 | 0.862 | 0.667 | 0.417 | 0.911 | 0.785 | 0.803 | 0.000 | 0.852 | 0.899 | 0.897 | 0.250 | 0.833 | 0.813 | 0.775 | 0.000 | 0.909 |
| | 0.861 | | | | 0.823 | | | | 0.972 | | | | 0.822 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 52 | 130 | 21 | 1 | 45 | 137 | 23 | 0 | 21 | 112 | 60 | 0 | 32 | 113 | 23 | 0 | 770 |
| 4:15 PM | 60 | 147 | 32 | 3 | 33 | 119 | 25 | 0 | 38 | 134 | 72 | 1 | 36 | 108 | 26 | 1 | 835 |
| 4:30 PM | 58 | 142 | 24 | 1 | 42 | 118 | 20 | 0 | 31 | 98 | 41 | 0 | 43 | 103 | 13 | 0 | 734 |
| 4:45 PM | 55 | 185 | 32 | 2 | 30 | 134 | 20 | 0 | 30 | 88 | 54 | 0 | 35 | 90 | 15 | 0 | 770 |
| 5:00 PM | 59 | 139 | 26 | 0 | 47 | 139 | 19 | 0 | 38 | 107 | 46 | 0 | 27 | 83 | 17 | 0 | 747 |
| 5:15 PM | 54 | 165 | 11 | 3 | 49 | 119 | 25 | 0 | 39 | 131 | 60 | 0 | 40 | 82 | 18 | 0 | 796 |
| 5:30 PM | 55 | 130 | 23 | 1 | 32 | 122 | 24 | 0 | 33 | 112 | 56 | 0 | 26 | 80 | 14 | 0 | 708 |
| 5:45 PM | 47 | 142 | 31 | 2 | 43 | 125 | 17 | 0 | 29 | 100 | 49 | 0 | 32 | 91 | 17 | 0 | 725 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 440 | 1180 | 200 | 13 | 321 | 1013 | 173 | 0 | 259 | 882 | 438 | 1 | 271 | 750 | 143 | 1 | 6085 |
| **APPROACH %'s :** | 24.00% | 64.38% | 10.91% | 0.71% | 21.30% | 67.22% | 11.48% | 0.00% | 16.39% | 55.82% | 27.72% | 0.06% | 23.26% | 64.38% | 12.27% | 0.09% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 225 | 604 | 109 | 7 | 150 | 508 | 88 | 0 | 120 | 432 | 227 | 1 | 146 | 414 | 77 | 1 | 3109 |
| **PEAK HR FACTOR :** | 0.938 | 0.816 | 0.852 | 0.583 | 0.833 | 0.927 | 0.880 | 0.000 | 0.789 | 0.806 | 0.788 | 0.250 | 0.849 | 0.916 | 0.740 | 0.250 | 0.931 |
| | 0.862 | | | | 0.910 | | | | 0.796 | | | | 0.933 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-022
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N San Jacinto Ave | | | | N San Jacinto Ave | | | | Esplanade Ave | | | | Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 28 | 87 | 8 | 0 | 17 | 61 | 21 | 0 | 21 | 66 | 19 | 0 | 3 | 67 | 14 | 0 | 412 |
| 7:15 AM | 20 | 78 | 5 | 0 | 14 | 73 | 15 | 0 | 19 | 72 | 29 | 1 | 9 | 86 | 11 | 0 | 432 |
| 7:30 AM | 29 | 85 | 11 | 0 | 26 | 69 | 19 | 0 | 14 | 52 | 37 | 0 | 5 | 91 | 18 | 0 | 456 |
| 7:45 AM | 33 | 96 | 11 | 0 | 23 | 103 | 9 | 0 | 14 | 58 | 21 | 0 | 13 | 101 | 10 | 0 | 492 |
| 8:00 AM | 24 | 49 | 11 | 0 | 28 | 80 | 13 | 0 | 15 | 75 | 34 | 0 | 18 | 79 | 9 | 0 | 435 |
| 8:15 AM | 40 | 84 | 7 | 0 | 25 | 80 | 11 | 0 | 18 | 70 | 46 | 0 | 19 | 94 | 15 | 0 | 509 |
| 8:30 AM | 41 | 87 | 11 | 2 | 24 | 96 | 16 | 0 | 22 | 65 | 37 | 1 | 25 | 116 | 18 | 0 | 561 |
| 8:45 AM | 36 | 77 | 17 | 3 | 25 | 119 | 19 | 0 | 16 | 63 | 45 | 0 | 26 | 86 | 18 | 0 | 550 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 251 | 643 | 81 | 5 | 182 | 681 | 123 | 0 | 139 | 521 | 268 | 2 | 118 | 720 | 113 | 0 | 3847 |
| **APPROACH %'s :** | 25.61% | 65.61% | 8.27% | 0.51% | 18.46% | 69.07% | 12.47% | 0.00% | 14.95% | 56.02% | 28.82% | 0.22% | 12.41% | 75.71% | 11.88% | 0.00% | |
| **PEAK HR :** | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 141 | 297 | 46 | 5 | 102 | 375 | 59 | 0 | 71 | 273 | 162 | 1 | 88 | 375 | 60 | 0 | 2055 |
| **PEAK HR FACTOR :** | 0.86 | 0.853 | 0.676 | 0.417 | 0.911 | 0.788 | 0.776 | 0.000 | 0.807 | 0.910 | 0.880 | 0.250 | 0.846 | 0.808 | 0.833 | 0.000 | 0.916 |
| | 0.867 | | | | 0.822 | | | | 0.946 | | | | 0.822 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 52 | 129 | 21 | 1 | 45 | 136 | 23 | 0 | 21 | 111 | 60 | 0 | 31 | 112 | 23 | 0 | 765 |
| 4:15 PM | 59 | 146 | 31 | 3 | 32 | 117 | 25 | 0 | 38 | 133 | 72 | 1 | 36 | 106 | 24 | 1 | 824 |
| 4:30 PM | 57 | 140 | 24 | 1 | 42 | 118 | 20 | 0 | 31 | 98 | 41 | 0 | 43 | 102 | 13 | 0 | 730 |
| 4:45 PM | 55 | 182 | 32 | 2 | 30 | 133 | 20 | 0 | 30 | 87 | 53 | 0 | 35 | 90 | 15 | 0 | 764 |
| 5:00 PM | 58 | 139 | 26 | 0 | 47 | 138 | 19 | 0 | 38 | 106 | 46 | 0 | 27 | 83 | 17 | 0 | 744 |
| 5:15 PM | 52 | 164 | 11 | 3 | 49 | 117 | 25 | 0 | 39 | 131 | 60 | 0 | 40 | 81 | 18 | 0 | 790 |
| 5:30 PM | 55 | 129 | 22 | 1 | 32 | 121 | 24 | 0 | 33 | 112 | 56 | 0 | 25 | 78 | 14 | 0 | 702 |
| 5:45 PM | 46 | 140 | 31 | 2 | 43 | 125 | 17 | 0 | 29 | 100 | 48 | 0 | 32 | 91 | 17 | 0 | 721 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 434 | 1169 | 198 | 13 | 320 | 1005 | 173 | 0 | 259 | 878 | 436 | 1 | 269 | 743 | 141 | 1 | 6040 |
| **APPROACH %'s :** | 23.93% | 64.44% | 10.92% | 0.72% | 21.36% | 67.09% | 11.55% | 0.00% | 16.45% | 55.78% | 27.70% | 0.06% | 23.31% | 64.38% | 12.22% | 0.09% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 223 | 597 | 108 | 7 | 149 | 504 | 88 | 0 | 120 | 429 | 226 | 1 | 145 | 410 | 75 | 1 | 3083 |
| **PEAK HR FACTOR :** | 0.94 | 0.820 | 0.844 | 0.583 | 0.828 | 0.926 | 0.880 | 0.000 | 0.789 | 0.806 | 0.785 | 0.250 | 0.843 | 0.915 | 0.781 | 0.250 | 0.935 |
| | 0.863 | | | | 0.908 | | | | 0.795 | | | | 0.945 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-022
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | N San Jacinto Ave | | | | N San Jacinto Ave | | | | Esplanade Ave | | | | Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |
| 7:15 AM | 1 | 2 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 7 |
| 7:45 AM | 1 | 4 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 3 | 0 | 0 | 17 |
| 8:00 AM | 1 | 3 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 4 | 1 | 0 | 0 | 4 | 0 | 0 | 19 |
| 8:15 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 8 |
| 8:30 AM | 4 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 3 | 2 | 0 | 21 |
| 8:45 AM | 3 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 14 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 11 | 18 | 3 | 0 | 2 | 16 | 3 | 0 | 5 | 16 | 4 | 0 | 4 | 17 | 4 | 0 | 103 |
| **APPROACH %'s :** | 34.38% | 56.25% | 9.38% | 0.00% | 9.52% | 76.19% | 14.29% | 0.00% | 20.00% | 64.00% | 16.00% | 0.00% | 16.00% | 68.00% | 16.00% | 0.00% | |
| **PEAK HR :** | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 9 | 10 | 2 | 0 | 0 | 5 | 2 | 0 | 4 | 11 | 3 | 0 | 2 | 12 | 2 | 0 | 62 |
| **PEAK HR FACTOR :** | 0.563 | 0.833 | 0.500 | 0.000 | 0.000 | 0.625 | 0.250 | 0.000 | 0.500 | 0.393 | 0.750 | 0.000 | 0.500 | 0.750 | 0.250 | 0.000 | 0.738 |
| | 0.750 | | | | 0.438 | | | | 0.563 | | | | 0.800 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 5 |
| 4:15 PM | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 11 |
| 4:30 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 4:45 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 PM | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 5:30 PM | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 6 |
| 5:45 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 6 | 11 | 2 | 0 | 1 | 8 | 0 | 0 | 0 | 4 | 2 | 0 | 2 | 7 | 2 | 0 | 45 |
| **APPROACH %'s :** | 31.58% | 57.89% | 10.53% | 0.00% | 11.11% | 88.89% | 0.00% | 0.00% | 0.00% | 66.67% | 33.33% | 0.00% | 18.18% | 63.64% | 18.18% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 7 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 4 | 2 | 0 | 26 |
| **PEAK HR FACTOR :** | 0.50 | 0.583 | 0.250 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.000 | 0.750 | 0.250 | 0.000 | 0.250 | 0.500 | 0.250 | 0.000 | 0.591 |
| | 0.833 | | | | 0.417 | | | | 0.500 | | | | 0.438 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-022
**Date:** 5/8/2019

## Bikes

| NS/EW Streets: | N San Jacinto Ave | | | | N San Jacinto Ave | | | | Esplanade Ave | | | | Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 8:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 10 |
| **APPROACH %'s :** | 40.00% | 20.00% | 20.00% | 20.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 50.00% | 50.00% | 0.00% | |
| **PEAK HR :** | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.250 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.375 |
| | 0.375 | | | | 0.250 | | | | 0.000 | | | | 0.500 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 9 |
| **APPROACH %'s :** | 0.00% | 80.00% | 20.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| **PEAK HR FACTOR :** | 0.00 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 |
| | 0.750 | | | | | | | | | | | | 0.250 | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N San Jacinto Ave & Esplanade Ave
**City:** San Jacinto
**Project ID:** 19-06063-022
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| **NS/EW Streets:** | N San Jacinto Ave | | N San Jacinto Ave | | Esplanade Ave | | Esplanade Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 1 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 7 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 8:30 AM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 4 |
| 8:45 AM | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 5 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 4 | 4 | 1 | 0 | 6 | 2 | 4 | 2 | 23 |
| **APPROACH %'s :** | 50.00% | 50.00% | 100.00% | 0.00% | 75.00% | 25.00% | 66.67% | 33.33% | |
| **PEAK HR :** | 08:00 AM - 09:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 2 | 1 | 0 | 0 | 2 | 3 | 2 | 12 |
| **PEAK HR FACTOR :** | 0.250 | 0.500 | 0.250 | | | 0.500 | 0.750 | 0.500 | 0.600 |
| | 0.333 | | 0.250 | | 0.500 | | 0.625 | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 8 |
| 4:15 PM | 4 | 1 | 6 | 1 | 2 | 1 | 0 | 2 | 17 |
| 4:30 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 4 |
| 4:45 PM | 4 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 10 |
| 5:00 PM | 1 | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 8 |
| 5:15 PM | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 6 |
| 5:30 PM | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 2 | 7 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 10 | 6 | 13 | 7 | 9 | 11 | 1 | 6 | 63 |
| **APPROACH %'s :** | 62.50% | 37.50% | 65.00% | 35.00% | 45.00% | 55.00% | 14.29% | 85.71% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 8 | 2 | 11 | 6 | 4 | 6 | 0 | 2 | 39 |
| **PEAK HR FACTOR :** | 0.500 | 0.500 | 0.458 | 0.500 | 0.500 | 0.375 | | 0.250 | 0.574 |
| | 0.500 | | 0.607 | | 0.625 | | 0.250 | | |

Prepared by National Data & Surveying Services

# N San Jacinto Ave & Esplanade Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-022
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 08:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 05:00 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### N San Jacinto Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 61 | 380 | 102 | 0 | 444 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 88 | 508 | 150 | 0 | 801 | PM |

### EASTBOUND — Esplanade Ave

| AM | NOON | PM | | |
|---|---|---|---|---|
| 599 | 0 | 728 | | |
| 1 | 0 | 1 | 0 | |
| 75 | 0 | 120 | 1 | |
| 284 | 0 | 432 | 2 | |
| 165 | 0 | 227 | 0 | |
| AM | NOON | PM | | |

### WESTBOUND — Esplanade Ave

| PM | NOON | AM | |
|---|---|---|---|
| 77 | 0 | 62 | 0.5 |
| 414 | 0 | 387 | 1.5 |
| 146 | 0 | 90 | 1 |
| 1 | 0 | 0 | 0 |
| 692 | 0 | 434 | |
| PM | NOON | AM | |

### CONTROL

Signalized

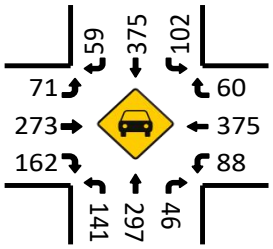
| | | | |
|---|---|---|---|
| TEV | 2117 AM | 0 NOON | 3109 PM |
| PHF | 0.91 | | 0.93 |

### N San Jacinto Ave — NORTHBOUND

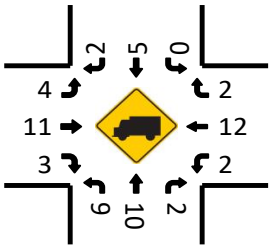
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 888 | 7 | 225 | 604 | 109 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 640 | 5 | 150 | 307 | 48 | AM |

Turning movements: 0 2 1 0 (southbound) · 0 1 2 1 (northbound)

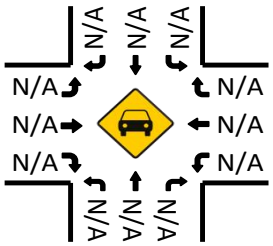
### Cars (AM)



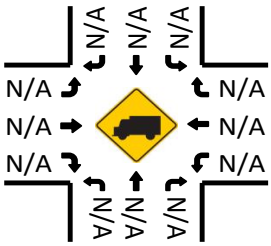

### HT (AM)



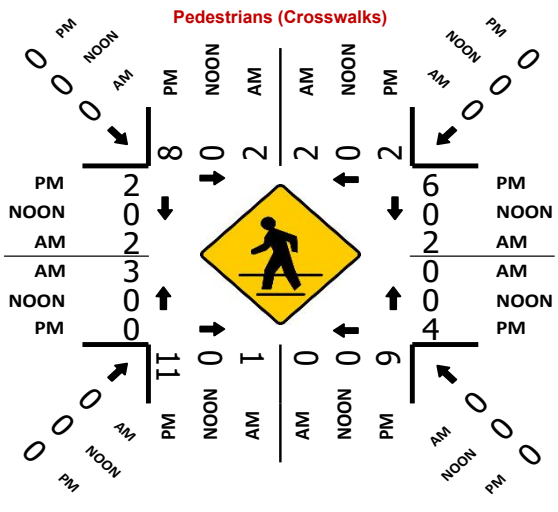

### Cars (NOON)



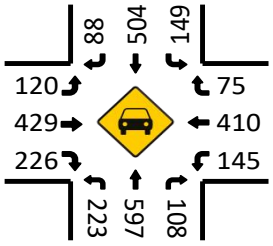

### HT (NOON)



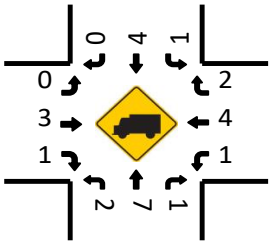

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E Main St
**City:** San Jacinto
**Control:** 3-Way Stop(NB/EB/WB)

**Project ID:** 19-06063-023
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | Hewitt St | | | | Hewitt St | | | | E Main St | | | | E Main St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 59 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 27 | 0 | 20 | 28 | 0 | 0 | 199 |
| 7:15 AM | 50 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 26 | 0 | 26 | 54 | 0 | 0 | 208 |
| 7:30 AM | 48 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 26 | 0 | 32 | 36 | 0 | 0 | 202 |
| 7:45 AM | 34 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 41 | 0 | 28 | 20 | 0 | 0 | 185 |
| 8:00 AM | 22 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 22 | 0 | 19 | 22 | 0 | 0 | 141 |
| 8:15 AM | 20 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 23 | 0 | 28 | 24 | 0 | 0 | 152 |
| 8:30 AM | 35 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 17 | 0 | 36 | 34 | 0 | 0 | 172 |
| 8:45 AM | 27 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 14 | 0 | 27 | 35 | 0 | 0 | 157 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 295 | 0 | 234 | 0 | 0 | 0 | 0 | 0 | 0 | 222 | 196 | 0 | 216 | 253 | 0 | 0 | 1416 |
| **APPROACH %'s :** | 55.77% | 0.00% | 44.23% | 0.00% | | | | | 0.00% | 53.11% | 46.89% | 0.00% | 46.06% | 53.94% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 191 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 120 | 0 | 106 | 138 | 0 | 0 | 794 |
| **PEAK HR FACTOR :** | 0.809 | 0.000 | 0.871 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.721 | 0.732 | 0.000 | 0.828 | 0.639 | 0.000 | 0.000 | 0.954 |
| | 0.944 | | | | 0.000 | | | | 0.836 | | | | 0.763 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 31 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 32 | 0 | 36 | 30 | 0 | 0 | 201 |
| 4:15 PM | 24 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 42 | 0 | 40 | 40 | 0 | 0 | 201 |
| 4:30 PM | 23 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 32 | 1 | 26 | 27 | 0 | 0 | 167 |
| 4:45 PM | 18 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 33 | 0 | 26 | 28 | 0 | 0 | 161 |
| 5:00 PM | 21 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 30 | 0 | 38 | 34 | 0 | 0 | 175 |
| 5:15 PM | 36 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 31 | 0 | 27 | 25 | 0 | 0 | 181 |
| 5:30 PM | 26 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 24 | 0 | 30 | 36 | 0 | 0 | 176 |
| 5:45 PM | 23 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 15 | 0 | 27 | 25 | 0 | 0 | 134 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 202 | 0 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 210 | 239 | 1 | 250 | 245 | 0 | 0 | 1396 |
| **APPROACH %'s :** | 44.79% | 0.00% | 55.21% | 0.00% | | | | | 0.00% | 46.67% | 53.11% | 0.22% | 50.51% | 49.49% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 96 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 139 | 1 | 128 | 125 | 0 | 0 | 730 |
| **PEAK HR FACTOR :** | 0.774 | 0.000 | 0.801 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.879 | 0.827 | 0.250 | 0.800 | 0.781 | 0.000 | 0.000 | 0.908 |
| | 0.789 | | | | 0.000 | | | | 0.941 | | | | 0.791 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E Main St
**City:** San Jacinto
**Control:** 3-Way Stop(NB/EB/WB)

**Project ID:** 19-06063-023
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | Hewitt St | | | | Hewitt St | | | | E Main St | | | | E Main St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 59 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 27 | 0 | 20 | 25 | 0 | 0 | 195 |
| 7:15 AM | 49 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 25 | 0 | 25 | 53 | 0 | 0 | 203 |
| 7:30 AM | 47 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 26 | 0 | 31 | 36 | 0 | 0 | 198 |
| 7:45 AM | 32 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 40 | 0 | 25 | 20 | 0 | 0 | 178 |
| 8:00 AM | 22 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 22 | 0 | 17 | 20 | 0 | 0 | 134 |
| 8:15 AM | 19 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 23 | 0 | 28 | 23 | 0 | 0 | 150 |
| 8:30 AM | 34 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 15 | 0 | 36 | 32 | 0 | 0 | 167 |
| 8:45 AM | 27 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 14 | 0 | 27 | 35 | 0 | 0 | 157 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 289 | 0 | 232 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 192 | 0 | 209 | 244 | 0 | 0 | 1382 |
| **APPROACH %'s :** | 55.47% | 0.00% | 44.53% | 0.00% | | | | | 0.00% | 52.94% | 47.06% | 0.00% | 46.14% | 53.86% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 187 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 118 | 0 | 101 | 134 | 0 | 0 | 774 |
| **PEAK HR FACTOR :** | 0.79 | 0.000 | 0.891 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.714 | 0.738 | 0.000 | 0.815 | 0.632 | 0.000 | 0.000 | 0.953 |
| | 0.929 | | | | | | | | 0.838 | | | | 0.753 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 31 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 31 | 0 | 34 | 29 | 0 | 0 | 194 |
| 4:15 PM | 24 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 42 | 0 | 39 | 40 | 0 | 0 | 200 |
| 4:30 PM | 21 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 32 | 1 | 26 | 27 | 0 | 0 | 164 |
| 4:45 PM | 17 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 33 | 0 | 26 | 28 | 0 | 0 | 159 |
| 5:00 PM | 21 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 30 | 0 | 38 | 32 | 0 | 0 | 173 |
| 5:15 PM | 36 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 30 | 0 | 27 | 25 | 0 | 0 | 180 |
| 5:30 PM | 25 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 24 | 0 | 30 | 36 | 0 | 0 | 174 |
| 5:45 PM | 23 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 15 | 0 | 27 | 25 | 0 | 0 | 134 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 198 | 0 | 246 | 0 | 0 | 0 | 0 | 0 | 0 | 207 | 237 | 1 | 247 | 242 | 0 | 0 | 1378 |
| **APPROACH %'s :** | 44.59% | 0.00% | 55.41% | 0.00% | | | | | 0.00% | 46.52% | 53.26% | 0.22% | 50.51% | 49.49% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 93 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 138 | 1 | 125 | 124 | 0 | 0 | 717 |
| **PEAK HR FACTOR :** | 0.75 | 0.000 | 0.809 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.911 | 0.821 | 0.250 | 0.801 | 0.775 | 0.000 | 0.000 | 0.896 |
| | 0.783 | | | | | | | | 0.926 | | | | 0.788 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E Main St
**City:** San Jacinto
**Control:** 3-Way Stop(NB/EB/WB)

**Project ID:** 19-06063-023
**Date:** 5/8/2019

**HT**

| NS/EW Streets: | Hewitt St | | | | Hewitt St | | | | E Main St | | | | E Main St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 4 |
| 7:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 5 |
| 7:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 7:45 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 7 |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 7 |
| 8:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 5 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 0 | 7 | 9 | 0 | 0 | 34 |
| **APPROACH %'s :** | 75.00% | 0.00% | 25.00% | 0.00% | | | | | 0.00% | 60.00% | 40.00% | 0.00% | 43.75% | 56.25% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 5 | 4 | 0 | 0 | 20 |
| **PEAK HR FACTOR :** | 0.500 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.417 | 0.333 | 0.000 | 0.000 | 0.714 |
| | 0.625 | | | | | | | | 0.750 | | | | 0.750 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 1 | 0 | 0 | 7 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 4:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 3 | 3 | 0 | 0 | 18 |
| **APPROACH %'s :** | 57.14% | 0.00% | 42.86% | 0.00% | | | | | 0.00% | 60.00% | 40.00% | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 | 1 | 0 | 0 | 13 |
| **PEAK HR FACTOR :** | 0.38 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.250 | 0.000 | 0.375 | 0.250 | 0.000 | 0.000 | 0.464 |
| | 0.625 | | | | | | | | 0.333 | | | | 0.333 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E Main St
**City:** San Jacinto
**Control:** 3-Way Stop(NB/EB/WB)

**Project ID:** 19-06063-023
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | Hewitt St | | | | Hewitt St | | | | E Main St | | | | E Main St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 6 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | 25.00% | 75.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.625 |
| | 0.250 | | | | | | | | 0.250 | | | | 0.750 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 |
| 4:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 5 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 8 |
| 5:15 PM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 5 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 3 | 8 | 0 | 0 | 23 |
| **APPROACH %'s :** | 33.33% | 0.00% | 66.67% | 0.00% | | | | | 0.00% | 88.89% | 11.11% | 0.00% | 27.27% | 72.73% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 4 | 0 | 0 | 9 |
| **PEAK HR FACTOR :** | 0.25 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.450 |
| | 0.500 | | | | | | | | 0.250 | | | | 0.625 | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E Main St
**City:** San Jacinto
**Project ID:** 19-06063-023
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| **NS/EW Streets:** | Hewitt St | | Hewitt St | | E Main St | | E Main St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 3 |
| 7:45 AM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 5 | 5 | 1 | 0 | 2 | 2 | 15 |
| **APPROACH %'s :** | | | 50.00% | 50.00% | 100.00% | 0.00% | 50.00% | 50.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 2 | 9 |
| **PEAK HR FACTOR :** | | | 0.333 | 0.500 | 0.250 | | | 0.250 | 0.750 |
| | | | 0.500 | | 0.250 | | 0.250 | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 3 | 1 | 0 | 3 | 0 | 7 |
| 4:15 PM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 4 |
| 4:30 PM | 0 | 0 | 3 | 1 | 1 | 0 | 1 | 1 | 7 |
| 4:45 PM | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 2 | 6 |
| 5:00 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 9 | 7 | 3 | 2 | 5 | 4 | 30 |
| **APPROACH %'s :** | | | 56.25% | 43.75% | 60.00% | 40.00% | 55.56% | 44.44% | |
| **PEAK HR :** | 04:00 PM - 05:00 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 8 | 4 | 3 | 0 | 5 | 4 | 24 |
| **PEAK HR FACTOR :** | | | 0.667 | 0.333 | 0.750 | | 0.417 | 0.500 | 0.857 |
| | | | 0.750 | | 0.750 | | 0.750 | | |

Prepared by National Data & Surveying Services

# Hewitt St & E Main St

## Peak Hour Turning Movement Count

**ID:** 19-06063-023
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**
07:00 AM - 08:00 AM
NONE
04:00 PM - 05:00 PM

**COUNT PERIODS**
07:00 AM - 09:00 AM
NONE
04:00 PM - 06:00 PM

### Hewitt St — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 0 | 0 | 0 | 0 | 0 | PM |

### EASTBOUND — E Main St

| AM | NOON | PM | |
|---|---|---|---|
| 329 | 0 | 222 | |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 |
| 124 | 0 | 116 | 1 |
| 120 | 0 | 139 | 0 |
| AM | NOON | PM | |

### WESTBOUND — E Main St

| PM | NOON | AM | |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 125 | 0 | 138 | 1 |
| 128 | 0 | 106 | 1 |
| 0 | 0 | 0 | 0 |
| 241 | 0 | 239 | |
| PM | NOON | AM | |

### CONTROL

3-Way Stop(NB/EB/WB)

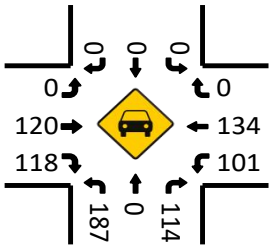
| | | | |
|---|---|---|---|
| TEV | 794 AM | 0 NOON | 730 PM |
| PHF | 0.95 | | 0.91 |

### NORTHBOUND — Hewitt St

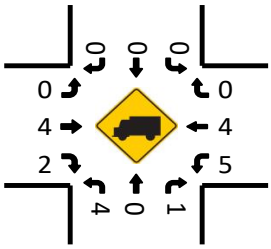
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 267 | 0 | 96 | 0 | 125 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 226 | 0 | 191 | 0 | 115 | AM |

0 0 0 0 | 0 0 1 0

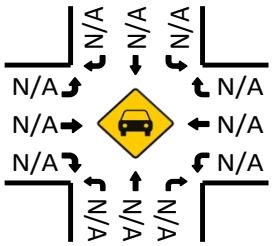
### Cars (AM)



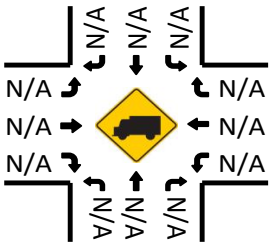

### HT (AM)



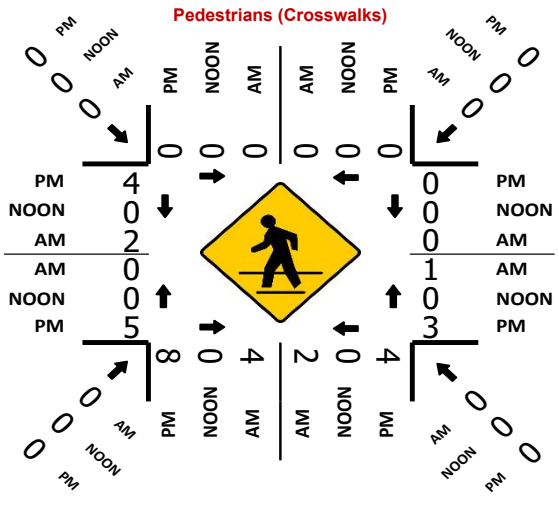

### Cars (NOON)



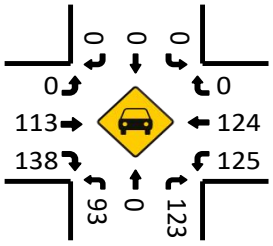

### HT (NOON)



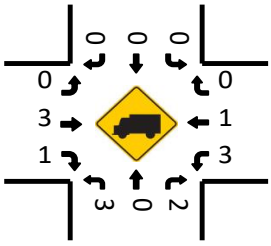

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E 7th St
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-024
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | Hewitt St | | | | Hewitt St | | | | E 7th St | | | | E 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 30 | 67 | 23 | 0 | 11 | 35 | 6 | 0 | 3 | 51 | 16 | 0 | 14 | 51 | 14 | 0 | 321 |
| 7:15 AM | 25 | 57 | 35 | 0 | 18 | 41 | 6 | 0 | 6 | 81 | 11 | 0 | 16 | 70 | 21 | 0 | 387 |
| 7:30 AM | 21 | 69 | 11 | 0 | 3 | 42 | 10 | 0 | 5 | 40 | 18 | 0 | 14 | 78 | 10 | 0 | 321 |
| 7:45 AM | 38 | 50 | 9 | 0 | 6 | 62 | 13 | 0 | 14 | 46 | 24 | 0 | 14 | 41 | 4 | 0 | 321 |
| 8:00 AM | 16 | 41 | 10 | 0 | 5 | 37 | 4 | 0 | 13 | 35 | 12 | 0 | 9 | 31 | 2 | 0 | 215 |
| 8:15 AM | 18 | 33 | 20 | 0 | 7 | 42 | 5 | 0 | 13 | 25 | 21 | 0 | 16 | 37 | 4 | 0 | 241 |
| 8:30 AM | 25 | 46 | 12 | 0 | 7 | 32 | 14 | 0 | 9 | 41 | 20 | 0 | 13 | 51 | 7 | 0 | 277 |
| 8:45 AM | 14 | 38 | 11 | 0 | 1 | 33 | 8 | 0 | 14 | 32 | 13 | 0 | 11 | 31 | 3 | 0 | 209 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 187 | 401 | 131 | 0 | 58 | 324 | 66 | 0 | 77 | 351 | 135 | 0 | 107 | 390 | 65 | 0 | 2292 |
| **APPROACH %'s :** | 26.01% | 55.77% | 18.22% | 0.00% | 12.95% | 72.32% | 14.73% | 0.00% | 13.68% | 62.34% | 23.98% | 0.00% | 19.04% | 69.40% | 11.57% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 114 | 243 | 78 | 0 | 38 | 180 | 35 | 0 | 28 | 218 | 69 | 0 | 58 | 240 | 49 | 0 | 1350 |
| **PEAK HR FACTOR :** | 0.750 | 0.880 | 0.557 | 0.000 | 0.528 | 0.726 | 0.673 | 0.000 | 0.500 | 0.673 | 0.719 | 0.000 | 0.906 | 0.769 | 0.583 | 0.000 | 0.872 |
| | 0.906 | | | | 0.781 | | | | 0.804 | | | | 0.811 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 15 | 53 | 19 | 0 | 5 | 57 | 7 | 0 | 13 | 43 | 18 | 0 | 9 | 19 | 1 | 0 | 259 |
| 4:15 PM | 16 | 44 | 13 | 0 | 3 | 67 | 9 | 0 | 17 | 36 | 15 | 0 | 11 | 26 | 1 | 0 | 258 |
| 4:30 PM | 21 | 40 | 8 | 0 | 2 | 51 | 11 | 0 | 14 | 44 | 21 | 0 | 12 | 32 | 1 | 0 | 257 |
| 4:45 PM | 22 | 33 | 14 | 0 | 6 | 54 | 3 | 0 | 9 | 59 | 30 | 0 | 15 | 35 | 3 | 0 | 283 |
| 5:00 PM | 17 | 31 | 14 | 0 | 3 | 54 | 12 | 0 | 12 | 47 | 18 | 0 | 17 | 44 | 3 | 0 | 272 |
| 5:15 PM | 13 | 58 | 20 | 0 | 4 | 54 | 9 | 0 | 17 | 49 | 22 | 0 | 25 | 24 | 2 | 0 | 297 |
| 5:30 PM | 14 | 39 | 10 | 0 | 3 | 47 | 5 | 0 | 22 | 41 | 18 | 0 | 15 | 25 | 2 | 0 | 241 |
| 5:45 PM | 18 | 37 | 10 | 0 | 1 | 42 | 8 | 0 | 15 | 51 | 34 | 0 | 8 | 35 | 3 | 0 | 262 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 136 | 335 | 108 | 0 | 27 | 426 | 64 | 0 | 119 | 370 | 176 | 0 | 112 | 240 | 16 | 0 | 2129 |
| **APPROACH %'s :** | 23.49% | 57.86% | 18.65% | 0.00% | 5.22% | 82.40% | 12.38% | 0.00% | 17.89% | 55.64% | 26.47% | 0.00% | 30.43% | 65.22% | 4.35% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 73 | 162 | 56 | 0 | 15 | 213 | 35 | 0 | 52 | 199 | 91 | 0 | 69 | 135 | 9 | 0 | 1109 |
| **PEAK HR FACTOR :** | 0.830 | 0.698 | 0.700 | 0.000 | 0.625 | 0.986 | 0.729 | 0.000 | 0.765 | 0.843 | 0.758 | 0.000 | 0.690 | 0.767 | 0.750 | 0.000 | 0.934 |
| | 0.799 | | | | 0.953 | | | | 0.872 | | | | 0.832 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E 7th St
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-024
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | Hewitt St | | | | Hewitt St | | | | E 7th St | | | | E 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 30 | 67 | 23 | 0 | 11 | 35 | 6 | 0 | 3 | 48 | 16 | 0 | 14 | 51 | 14 | 0 | 318 |
| 7:15 AM | 24 | 57 | 35 | 0 | 18 | 39 | 6 | 0 | 6 | 81 | 11 | 0 | 16 | 69 | 21 | 0 | 383 |
| 7:30 AM | 21 | 67 | 11 | 0 | 3 | 42 | 10 | 0 | 5 | 38 | 18 | 0 | 14 | 78 | 10 | 0 | 317 |
| 7:45 AM | 37 | 49 | 9 | 0 | 6 | 60 | 13 | 0 | 13 | 45 | 24 | 0 | 14 | 38 | 4 | 0 | 312 |
| 8:00 AM | 16 | 41 | 10 | 0 | 5 | 35 | 4 | 0 | 12 | 34 | 11 | 0 | 9 | 30 | 2 | 0 | 209 |
| 8:15 AM | 18 | 33 | 20 | 0 | 7 | 42 | 4 | 0 | 13 | 25 | 21 | 0 | 15 | 35 | 4 | 0 | 237 |
| 8:30 AM | 25 | 45 | 12 | 0 | 7 | 30 | 14 | 0 | 9 | 40 | 20 | 0 | 13 | 49 | 7 | 0 | 271 |
| 8:45 AM | 14 | 38 | 10 | 0 | 1 | 33 | 8 | 0 | 14 | 30 | 13 | 0 | 10 | 31 | 3 | 0 | 205 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 185 | 397 | 130 | 0 | 58 | 316 | 65 | 0 | 75 | 341 | 134 | 0 | 105 | 381 | 65 | 0 | 2252 |
| **APPROACH %'s :** | 25.98% | 55.76% | 18.26% | 0.00% | 13.21% | 71.98% | 14.81% | 0.00% | 13.64% | 62.00% | 24.36% | 0.00% | 19.06% | 69.15% | 11.80% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 112 | 240 | 78 | 0 | 38 | 176 | 35 | 0 | 27 | 212 | 69 | 0 | 58 | 236 | 49 | 0 | 1330 |
| **PEAK HR FACTOR :** | 0.76 | 0.896 | 0.557 | 0.000 | 0.528 | 0.733 | 0.673 | 0.000 | 0.519 | 0.654 | 0.719 | 0.000 | 0.906 | 0.756 | 0.583 | 0.000 | 0.868 |
| | 0.896 | | | | 0.788 | | | | 0.786 | | | | 0.809 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 15 | 52 | 19 | 0 | 5 | 55 | 6 | 0 | 13 | 42 | 18 | 0 | 8 | 18 | 1 | 0 | 252 |
| 4:15 PM | 15 | 44 | 13 | 0 | 3 | 67 | 8 | 0 | 17 | 36 | 15 | 0 | 11 | 26 | 0 | 0 | 255 |
| 4:30 PM | 21 | 39 | 8 | 0 | 2 | 51 | 10 | 0 | 14 | 42 | 21 | 0 | 12 | 32 | 1 | 0 | 253 |
| 4:45 PM | 22 | 32 | 14 | 0 | 6 | 54 | 3 | 0 | 9 | 57 | 29 | 0 | 15 | 35 | 3 | 0 | 279 |
| 5:00 PM | 17 | 31 | 14 | 0 | 3 | 54 | 12 | 0 | 12 | 47 | 18 | 0 | 17 | 42 | 3 | 0 | 270 |
| 5:15 PM | 13 | 58 | 20 | 0 | 4 | 54 | 9 | 0 | 17 | 49 | 22 | 0 | 25 | 24 | 2 | 0 | 297 |
| 5:30 PM | 14 | 38 | 10 | 0 | 3 | 47 | 5 | 0 | 22 | 41 | 18 | 0 | 15 | 25 | 2 | 0 | 240 |
| 5:45 PM | 18 | 37 | 10 | 0 | 1 | 42 | 8 | 0 | 15 | 51 | 34 | 0 | 8 | 35 | 3 | 0 | 262 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 135 | 331 | 108 | 0 | 27 | 424 | 61 | 0 | 119 | 365 | 175 | 0 | 111 | 237 | 15 | 0 | 2108 |
| **APPROACH %'s :** | 23.52% | 57.67% | 18.82% | 0.00% | 5.27% | 82.81% | 11.91% | 0.00% | 18.06% | 55.39% | 26.56% | 0.00% | 30.58% | 65.29% | 4.13% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 73 | 160 | 56 | 0 | 15 | 213 | 34 | 0 | 52 | 195 | 90 | 0 | 69 | 133 | 9 | 0 | 1099 |
| **PEAK HR FACTOR :** | 0.83 | 0.690 | 0.700 | 0.000 | 0.625 | 0.986 | 0.708 | 0.000 | 0.765 | 0.855 | 0.776 | 0.000 | 0.690 | 0.792 | 0.750 | 0.000 | 0.925 |
| | 0.794 | | | | 0.949 | | | | 0.887 | | | | 0.851 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E 7th St
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-024
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | Hewitt St | | | | Hewitt St | | | | E 7th St | | | | E 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 AM | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 AM | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 9 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 6 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 4 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| 8:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 4 | 1 | 0 | 0 | 8 | 1 | 0 | 2 | 10 | 1 | 0 | 2 | 9 | 0 | 0 | 40 |
| **APPROACH %'s :** | 28.57% | 57.14% | 14.29% | 0.00% | 0.00% | 88.89% | 11.11% | 0.00% | 15.38% | 76.92% | 7.69% | 0.00% | 18.18% | 81.82% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 20 |
| **PEAK HR FACTOR :** | 0.500 | 0.375 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.556 |
| | 0.625 | | | | 0.500 | | | | 0.583 | | | | 0.333 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 7 |
| 4:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 4 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 1 | 0 | 1 | 3 | 1 | 0 | 21 |
| **APPROACH %'s :** | 20.00% | 80.00% | 0.00% | 0.00% | 0.00% | 40.00% | 60.00% | 0.00% | 0.00% | 83.33% | 16.67% | 0.00% | 20.00% | 60.00% | 20.00% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 10 |
| **PEAK HR FACTOR :** | 0.00 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.625 |
| | 0.500 | | | | 0.250 | | | | 0.417 | | | | 0.250 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E 7th St
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-024
**Date:** 5/8/2019

## Bikes

| NS/EW Streets: | Hewitt St | | | | Hewitt St | | | | E 7th St | | | | E 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | 0.250 | | | | | | | | 0.250 | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| **APPROACH %'s :** | 50.00% | 25.00% | 25.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.50 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.417 |
| | 0.333 | | | | | | | | | | | | 0.250 | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Hewitt St & E 7th St
**City:** San Jacinto
**Project ID:** 19-06063-024
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Hewitt St | | Hewitt St | | E 7th St | | E 7th St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 5 |
| 7:15 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 4 | 4 | 3 | 2 | 0 | 1 | 0 | 3 | 17 |
| **APPROACH %'s :** | 50.00% | 50.00% | 60.00% | 40.00% | 0.00% | 100.00% | 0.00% | 100.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 1 | 3 | 0 | 0 | 1 | 0 | 3 | 9 |
| **PEAK HR FACTOR :** | 0.250 | 0.250 | 0.375 | | | 0.250 | | 0.375 | 0.450 |
| | 0.500 | | 0.375 | | 0.250 | | 0.375 | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 4:30 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| 5:30 PM | 0 | 1 | 3 | 0 | 3 | 0 | 0 | 0 | 7 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 3 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 6 | 0 | 7 | 3 | 2 | 3 | 22 |
| **APPROACH %'s :** | 0.00% | 100.00% | 100.00% | 0.00% | 70.00% | 30.00% | 40.00% | 60.00% | |
| **PEAK HR :** | 04:30 PM - 05:30 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 2 | 0 | 3 | 3 | 1 | 1 | 10 |
| **PEAK HR FACTOR :** | | | 0.250 | | 0.375 | 0.250 | 0.250 | 0.250 | 0.833 |
| | | | 0.250 | | 0.500 | | 0.250 | | |

Prepared by National Data & Surveying Services

# Hewitt St & E 7th St

## Peak Hour Turning Movement Count

**ID:** 19-06063-024
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

| PEAK HOURS | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:30 PM - 05:30 PM |

| COUNT PERIODS | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### SOUTHBOUND — Hewitt St

| | L | T | R | U | Total | |
|---|---|---|---|---|---|---|
| AM | 35 | 180 | 38 | 0 | 320 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 35 | 213 | 15 | 0 | 223 | PM |

### EASTBOUND — E 7th St

| AM | NOON | PM | | |
|---|---|---|---|---|
| 389 | 0 | 243 | ⇦ | |
| 0 | 0 | 0 | ↶ | 0 |
| 28 | 0 | 52 | ↱ | 0 |
| 218 | 0 | 199 | → | 1 |
| 69 | 0 | 91 | ↴ | 0 |
| AM | NOON | PM | | |

### WESTBOUND — E 7th St

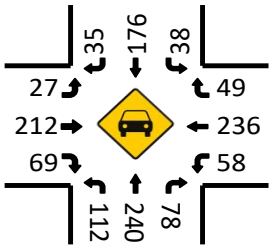
| PM | NOON | AM | | |
|---|---|---|---|---|
| 9 | 0 | 49 | ↰ | 0 |
| 135 | 0 | 240 | ← | 1 |
| 69 | 0 | 58 | ↰ | 0 |
| 0 | 0 | 0 | ↰ | 0 |
| 270 | 0 | 334 | ⇨ | |
| PM | NOON | AM | | |

### NORTHBOUND — Hewitt St

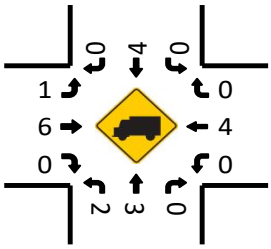
| | L | T | R | U | Total | |
|---|---|---|---|---|---|---|
| PM | 373 | 0 | 73 | 162 | 56 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 307 | 0 | 114 | 243 | 78 | AM |

| CONTROL | | | |
|---|---|---|---|
| 4-Way Stop | | | |
| TEV | 1350 AM | 0 NOON | 1109 PM |
| PHF | 0.87 | | 0.93 |

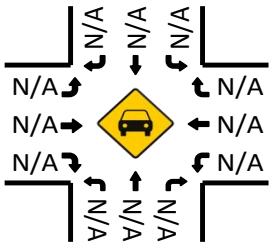
Cars (AM)



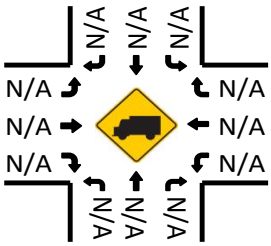

HT (AM)



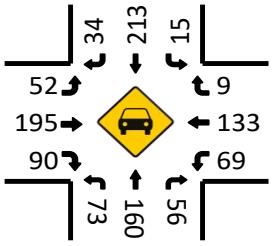

Cars (NOON)



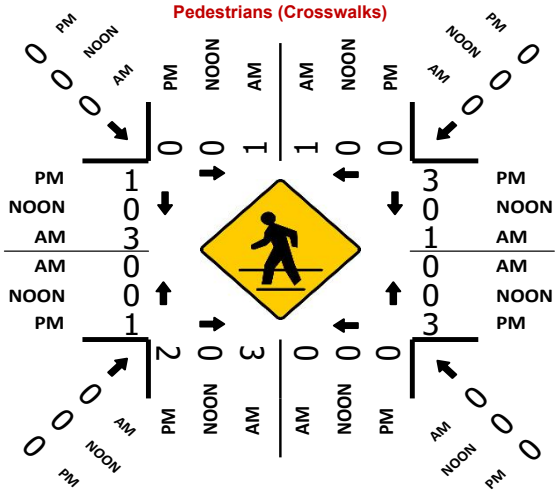

HT (NOON)



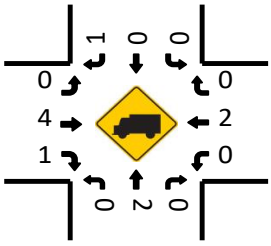

Cars (PM)




Pedestrians (Crosswalks)




HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-025
**Date:** 5/8/2019

## Total

| NS/EW Streets: | S Hewitt St | | | | S Hewitt St | | | | E Esplanade Ave | | | | E Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 30 | 80 | 8 | 0 | 5 | 39 | 14 | 0 | 20 | 45 | 19 | 0 | 6 | 54 | 11 | 0 | 331 |
| 7:15 AM | 24 | 61 | 7 | 0 | 4 | 67 | 36 | 0 | 28 | 67 | 31 | 0 | 10 | 85 | 10 | 0 | 430 |
| 7:30 AM | 31 | 69 | 5 | 0 | 12 | 61 | 16 | 0 | 12 | 58 | 20 | 0 | 17 | 101 | 17 | 0 | 419 |
| 7:45 AM | 39 | 69 | 6 | 0 | 17 | 53 | 22 | 0 | 11 | 50 | 25 | 0 | 7 | 87 | 22 | 0 | 408 |
| 8:00 AM | 23 | 49 | 12 | 0 | 12 | 51 | 15 | 0 | 11 | 72 | 15 | 0 | 16 | 60 | 13 | 0 | 349 |
| 8:15 AM | 22 | 47 | 10 | 0 | 17 | 50 | 39 | 0 | 16 | 72 | 20 | 0 | 20 | 91 | 20 | 0 | 424 |
| 8:30 AM | 22 | 55 | 13 | 0 | 10 | 71 | 38 | 0 | 9 | 77 | 20 | 0 | 15 | 121 | 11 | 0 | 462 |
| 8:45 AM | 27 | 42 | 9 | 1 | 6 | 51 | 21 | 0 | 23 | 45 | 34 | 2 | 14 | 84 | 10 | 0 | 369 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 218 | 472 | 70 | 1 | 83 | 443 | 201 | 0 | 130 | 486 | 184 | 2 | 105 | 683 | 114 | 0 | 3192 |
| **APPROACH %'s :** | 28.65% | 62.02% | 9.20% | 0.13% | 11.42% | 60.94% | 27.65% | 0.00% | 16.21% | 60.60% | 22.94% | 0.25% | 11.64% | 75.72% | 12.64% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 106 | 220 | 41 | 0 | 56 | 225 | 114 | 0 | 47 | 271 | 80 | 0 | 58 | 359 | 66 | 0 | 1643 |
| **PEAK HR FACTOR :** | 0.679 | 0.797 | 0.788 | 0.000 | 0.824 | 0.792 | 0.731 | 0.000 | 0.734 | 0.880 | 0.800 | 0.000 | 0.725 | 0.742 | 0.750 | 0.000 | 0.889 |
| | 0.805 | | | | 0.830 | | | | 0.921 | | | | 0.821 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 30 | 71 | 12 | 0 | 11 | 57 | 33 | 0 | 29 | 103 | 47 | 0 | 13 | 65 | 6 | 0 | 477 |
| 4:15 PM | 34 | 54 | 12 | 0 | 10 | 60 | 40 | 0 | 28 | 99 | 40 | 0 | 20 | 78 | 3 | 1 | 479 |
| 4:30 PM | 38 | 49 | 13 | 0 | 12 | 62 | 34 | 0 | 21 | 103 | 35 | 0 | 3 | 57 | 12 | 0 | 439 |
| 4:45 PM | 28 | 52 | 10 | 0 | 13 | 76 | 30 | 0 | 28 | 93 | 40 | 0 | 12 | 61 | 11 | 0 | 454 |
| 5:00 PM | 23 | 59 | 20 | 0 | 13 | 72 | 33 | 0 | 23 | 91 | 34 | 0 | 14 | 75 | 7 | 0 | 464 |
| 5:15 PM | 30 | 67 | 16 | 0 | 10 | 78 | 34 | 0 | 32 | 118 | 43 | 1 | 7 | 75 | 5 | 0 | 516 |
| 5:30 PM | 23 | 63 | 17 | 0 | 3 | 55 | 33 | 0 | 29 | 108 | 39 | 0 | 10 | 74 | 7 | 0 | 461 |
| 5:45 PM | 39 | 57 | 9 | 0 | 8 | 73 | 24 | 0 | 22 | 79 | 33 | 0 | 11 | 81 | 6 | 0 | 442 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 245 | 472 | 109 | 0 | 80 | 533 | 261 | 0 | 212 | 794 | 311 | 1 | 90 | 566 | 57 | 1 | 3732 |
| **APPROACH %'s :** | 29.66% | 57.14% | 13.20% | 0.00% | 9.15% | 60.98% | 29.86% | 0.00% | 16.08% | 60.24% | 23.60% | 0.08% | 12.61% | 79.27% | 7.98% | 0.14% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 104 | 241 | 63 | 0 | 39 | 281 | 130 | 0 | 112 | 410 | 156 | 1 | 43 | 285 | 30 | 0 | 1895 |
| **PEAK HR FACTOR :** | 0.867 | 0.899 | 0.788 | 0.000 | 0.750 | 0.901 | 0.956 | 0.000 | 0.875 | 0.869 | 0.907 | 0.250 | 0.768 | 0.950 | 0.682 | 0.000 | 0.918 |
| | 0.903 | | | | 0.922 | | | | 0.875 | | | | 0.932 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-025
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | S Hewitt St | | | | S Hewitt St | | | | E Esplanade Ave | | | | E Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 30 | 80 | 8 | 0 | 5 | 39 | 14 | 0 | 20 | 45 | 19 | 0 | 6 | 54 | 11 | 0 | 331 |
| 7:15 AM | 24 | 61 | 7 | 0 | 4 | 67 | 35 | 0 | 28 | 63 | 31 | 0 | 10 | 85 | 10 | 0 | 425 |
| 7:30 AM | 31 | 68 | 5 | 0 | 11 | 61 | 15 | 0 | 12 | 57 | 20 | 0 | 17 | 97 | 16 | 0 | 410 |
| 7:45 AM | 38 | 69 | 6 | 0 | 16 | 50 | 22 | 0 | 10 | 50 | 25 | 0 | 7 | 85 | 21 | 0 | 399 |
| 8:00 AM | 23 | 49 | 12 | 0 | 12 | 49 | 15 | 0 | 11 | 70 | 15 | 0 | 16 | 59 | 13 | 0 | 344 |
| 8:15 AM | 21 | 45 | 10 | 0 | 17 | 49 | 37 | 0 | 16 | 70 | 19 | 0 | 20 | 88 | 20 | 0 | 412 |
| 8:30 AM | 22 | 55 | 13 | 0 | 10 | 70 | 37 | 0 | 9 | 76 | 20 | 0 | 15 | 119 | 9 | 0 | 455 |
| 8:45 AM | 25 | 42 | 9 | 1 | 6 | 49 | 20 | 0 | 21 | 45 | 33 | 2 | 14 | 82 | 9 | 0 | 358 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 214 | 469 | 70 | 1 | 81 | 434 | 195 | 0 | 127 | 476 | 182 | 2 | 105 | 669 | 109 | 0 | 3134 |
| **APPROACH %'s :** | 28.38% | 62.20% | 9.28% | 0.13% | 11.41% | 61.13% | 27.46% | 0.00% | 16.14% | 60.48% | 23.13% | 0.25% | 11.89% | 75.76% | 12.34% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 104 | 218 | 41 | 0 | 55 | 218 | 111 | 0 | 46 | 266 | 79 | 0 | 58 | 351 | 63 | 0 | 1610 |
| **PEAK HR FACTOR :** | 0.68 | 0.790 | 0.788 | 0.000 | 0.809 | 0.779 | 0.750 | 0.000 | 0.719 | 0.875 | 0.790 | 0.000 | 0.725 | 0.737 | 0.750 | 0.000 | 0.885 |
| | 0.803 | | | | 0.821 | | | | 0.931 | | | | 0.825 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 30 | 70 | 12 | 0 | 11 | 55 | 32 | 0 | 29 | 103 | 47 | 0 | 13 | 64 | 6 | 0 | 472 |
| 4:15 PM | 33 | 54 | 12 | 0 | 10 | 60 | 38 | 0 | 28 | 99 | 40 | 0 | 20 | 74 | 3 | 1 | 472 |
| 4:30 PM | 38 | 49 | 13 | 0 | 12 | 61 | 33 | 0 | 20 | 103 | 35 | 0 | 3 | 55 | 12 | 0 | 434 |
| 4:45 PM | 28 | 50 | 10 | 0 | 12 | 76 | 30 | 0 | 28 | 91 | 40 | 0 | 12 | 59 | 11 | 0 | 447 |
| 5:00 PM | 23 | 58 | 20 | 0 | 13 | 72 | 33 | 0 | 23 | 90 | 33 | 0 | 13 | 75 | 7 | 0 | 460 |
| 5:15 PM | 30 | 67 | 16 | 0 | 10 | 78 | 34 | 0 | 32 | 118 | 43 | 1 | 7 | 75 | 5 | 0 | 516 |
| 5:30 PM | 23 | 62 | 17 | 0 | 3 | 55 | 33 | 0 | 28 | 108 | 39 | 0 | 10 | 71 | 7 | 0 | 456 |
| 5:45 PM | 38 | 57 | 9 | 0 | 8 | 73 | 24 | 0 | 22 | 79 | 33 | 0 | 10 | 80 | 6 | 0 | 439 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 243 | 467 | 109 | 0 | 79 | 530 | 257 | 0 | 210 | 791 | 310 | 1 | 88 | 553 | 57 | 1 | 3696 |
| **APPROACH %'s :** | 29.67% | 57.02% | 13.31% | 0.00% | 9.12% | 61.20% | 29.68% | 0.00% | 16.01% | 60.29% | 23.63% | 0.08% | 12.59% | 79.11% | 8.15% | 0.14% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 104 | 237 | 63 | 0 | 38 | 281 | 130 | 0 | 111 | 407 | 155 | 1 | 42 | 280 | 30 | 0 | 1879 |
| **PEAK HR FACTOR :** | 0.87 | 0.884 | 0.788 | 0.000 | 0.731 | 0.901 | 0.956 | 0.000 | 0.867 | 0.862 | 0.901 | 0.250 | 0.808 | 0.933 | 0.682 | 0.000 | 0.910 |
| | 0.894 | | | | 0.920 | | | | 0.869 | | | | 0.926 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-025
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | S Hewitt St | | | | S Hewitt St | | | | E Esplanade Ave | | | | E Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 9 |
| 7:45 AM | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 9 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 8:15 AM | 1 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 12 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 7 |
| 8:45 AM | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 11 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 4 | 3 | 0 | 0 | 2 | 9 | 6 | 0 | 3 | 10 | 2 | 0 | 0 | 14 | 5 | 0 | 58 |
| **APPROACH %'s :** | 57.14% | 42.86% | 0.00% | 0.00% | 11.76% | 52.94% | 35.29% | 0.00% | 20.00% | 66.67% | 13.33% | 0.00% | 0.00% | 73.68% | 26.32% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 2 | 0 | 0 | 1 | 7 | 3 | 0 | 1 | 5 | 1 | 0 | 0 | 8 | 3 | 0 | 33 |
| **PEAK HR FACTOR :** | 0.500 | 0.250 | 0.000 | 0.000 | 0.250 | 0.583 | 0.375 | 0.000 | 0.250 | 0.625 | 0.250 | 0.000 | 0.000 | 0.667 | 0.375 | 0.000 | 0.688 |
| | 0.333 | | | | 0.688 | | | | 0.583 | | | | 0.688 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 4:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 7 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 4:45 PM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 7 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 4 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 5 | 0 | 0 | 1 | 3 | 4 | 0 | 2 | 3 | 1 | 0 | 2 | 13 | 0 | 0 | 36 |
| **APPROACH %'s :** | 28.57% | 71.43% | 0.00% | 0.00% | 12.50% | 37.50% | 50.00% | 0.00% | 33.33% | 50.00% | 16.67% | 0.00% | 13.33% | 86.67% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 5 | 0 | 0 | 16 |
| **PEAK HR FACTOR :** | 0.00 | 0.500 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.375 | 0.250 | 0.000 | 0.250 | 0.417 | 0.000 | 0.000 | 0.571 |
| | 0.500 | | | | 0.250 | | | | 0.625 | | | | 0.500 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-025
**Date:** 5/8/2019

**Bikes**

| **NS/EW Streets:** | S Hewitt St | | | | S Hewitt St | | | | E Esplanade Ave | | | | E Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 1 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 5 |
| **APPROACH %'s :** | | | | | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 66.67% | 33.33% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | 0.250 | | | | 0.250 | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 1 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 11 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | 0.00% | 33.33% | 66.67% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.500 |
| | | | | | | | | | | | | | | 0.500 | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Esplanade Ave
**City:** San Jacinto
**Project ID:** 19-06063-025
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | S Hewitt St | | S Hewitt St | | E Esplanade Ave | | E Esplanade Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 8:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 1 | 3 | 0 | 2 | 1 | 4 | 0 | 1 | 12 |
| **APPROACH %'s :** | 25.00% | 75.00% | 0.00% | 100.00% | 20.00% | 80.00% | 0.00% | 100.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.250 | | | 0.250 | | 0.500 | | | 0.500 |
| | 0.250 | | 0.250 | | 0.500 | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 4 |
| 4:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 4:45 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 3 | 8 | 0 | 1 | 4 | 2 | 0 | 18 |
| **APPROACH %'s :** | 0.00% | 100.00% | 100.00% | 0.00% | 20.00% | 80.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 4 | 0 | 0 | 3 | 0 | 0 | 9 |
| **PEAK HR FACTOR :** | | 0.250 | 0.500 | | | 0.250 | | | 0.450 |
| | 0.250 | | 0.500 | | 0.250 | | | | |

Prepared by National Data & Surveying Services

# S Hewitt St & E Esplanade Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-025
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

| PEAK HOURS | COUNT PERIODS |
|---|---|
| 07:45 AM - 08:45 AM | 07:00 AM - 09:00 AM |
| NONE | NONE |
| 04:45 PM - 05:45 PM | 04:00 PM - 06:00 PM |

### SOUTHBOUND — S Hewitt St

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 114 | 225 | 56 | 0 | 333 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 130 | 281 | 39 | 0 | 383 | PM |

### EASTBOUND — E Esplanade Ave

| AM | NOON | PM | |
|---|---|---|---|
| 579 | 0 | 520 | |
| 0 | 0 | 1 | 0 |
| 47 | 0 | 112 | 1 |
| 271 | 0 | 410 | 2 |
| 80 | 0 | 156 | 0 |
| AM | NOON | PM | |

### WESTBOUND — E Esplanade Ave

| PM | NOON | AM | |
|---|---|---|---|
| 30 | 0 | 66 | 0 |
| 285 | 0 | 359 | 2 |
| 43 | 0 | 58 | 1 |
| 0 | 0 | 0 | 0 |
| 512 | 0 | 368 | |
| PM | NOON | AM | |

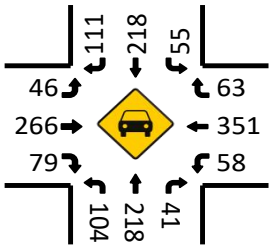
### NORTHBOUND — S Hewitt St

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 480 | 0 | 104 | 241 | 63 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 363 | 0 | 106 | 220 | 41 | AM |

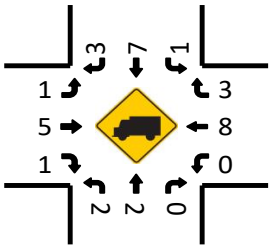
| | 1 | 1 | 1 | 0 |
|---|---|---|---|---|
| | 0 | 1 | 2 | 0 |

| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 1643 AM | 0 NOON | 1895 PM |
| PHF | 0.89 | | 0.92 |

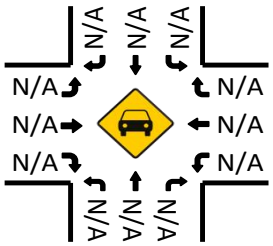
### Cars (AM)



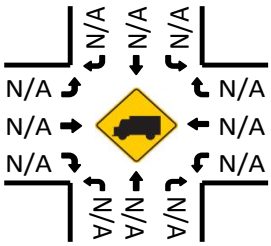

### HT (AM)



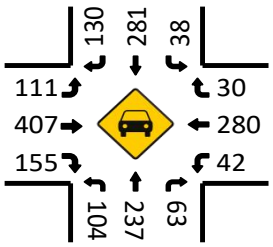

### Cars (NOON)



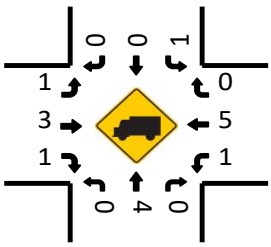

### HT (NOON)



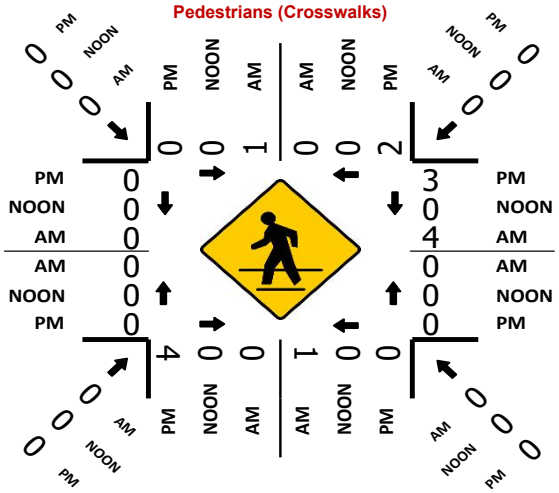

### Cars (PM)




### HT (PM)




### Pedestrians (Crosswalks)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Commonwealth Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-026
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | S Hewitt St | | | | S Hewitt St | | | | E Commonwealth Ave | | | | E Commonwealth Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 12 | 102 | 2 | 0 | 1 | 57 | 8 | 0 | 7 | 6 | 4 | 0 | 6 | 12 | 7 | 0 | 224 |
| 7:15 AM | 9 | 82 | 1 | 0 | 3 | 88 | 13 | 0 | 5 | 11 | 7 | 0 | 4 | 25 | 3 | 0 | 251 |
| 7:30 AM | 11 | 98 | 6 | 0 | 7 | 75 | 18 | 0 | 10 | 13 | 5 | 0 | 2 | 25 | 5 | 0 | 275 |
| 7:45 AM | 18 | 96 | 12 | 0 | 3 | 75 | 9 | 0 | 6 | 11 | 8 | 0 | 3 | 24 | 9 | 0 | 274 |
| 8:00 AM | 11 | 70 | 9 | 0 | 2 | 68 | 11 | 0 | 10 | 10 | 8 | 0 | 6 | 18 | 6 | 0 | 229 |
| 8:15 AM | 11 | 80 | 23 | 0 | 6 | 66 | 20 | 0 | 3 | 29 | 4 | 0 | 20 | 45 | 2 | 0 | 309 |
| 8:30 AM | 16 | 63 | 21 | 0 | 7 | 70 | 22 | 0 | 12 | 25 | 10 | 0 | 18 | 50 | 6 | 0 | 320 |
| 8:45 AM | 13 | 77 | 1 | 0 | 1 | 93 | 10 | 0 | 5 | 15 | 10 | 0 | 12 | 23 | 2 | 0 | 262 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 101 | 668 | 75 | 0 | 30 | 592 | 111 | 0 | 58 | 120 | 56 | 0 | 71 | 222 | 40 | 0 | 2144 |
| **APPROACH %'s :** | 11.97% | 79.15% | 8.89% | 0.00% | 4.09% | 80.76% | 15.14% | 0.00% | 24.79% | 51.28% | 23.93% | 0.00% | 21.32% | 66.67% | 12.01% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 56 | 309 | 65 | 0 | 18 | 279 | 62 | 0 | 31 | 75 | 30 | 0 | 47 | 137 | 23 | 0 | 1132 |
| **PEAK HR FACTOR :** | 0.778 | 0.805 | 0.707 | 0.000 | 0.643 | 0.930 | 0.705 | 0.000 | 0.646 | 0.647 | 0.750 | 0.000 | 0.588 | 0.685 | 0.639 | 0.000 | 0.884 |
| | 0.853 | | | | 0.907 | | | | 0.723 | | | | 0.699 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 22 | 88 | 1 | 0 | 4 | 99 | 19 | 0 | 22 | 33 | 35 | 0 | 1 | 28 | 2 | 0 | 354 |
| 4:15 PM | 21 | 75 | 4 | 0 | 5 | 90 | 26 | 0 | 24 | 38 | 33 | 0 | 3 | 30 | 4 | 0 | 353 |
| 4:30 PM | 24 | 66 | 10 | 0 | 3 | 81 | 17 | 0 | 24 | 34 | 31 | 0 | 5 | 24 | 8 | 0 | 327 |
| 4:45 PM | 16 | 68 | 6 | 0 | 6 | 98 | 22 | 0 | 19 | 33 | 17 | 0 | 6 | 24 | 2 | 0 | 317 |
| 5:00 PM | 19 | 77 | 10 | 0 | 8 | 90 | 22 | 0 | 26 | 41 | 32 | 0 | 5 | 35 | 1 | 0 | 366 |
| 5:15 PM | 26 | 89 | 9 | 0 | 4 | 100 | 24 | 0 | 19 | 35 | 26 | 0 | 4 | 17 | 6 | 0 | 359 |
| 5:30 PM | 21 | 72 | 10 | 0 | 1 | 83 | 15 | 0 | 28 | 52 | 43 | 0 | 4 | 25 | 1 | 0 | 355 |
| 5:45 PM | 21 | 83 | 9 | 0 | 5 | 85 | 32 | 0 | 17 | 37 | 39 | 0 | 3 | 29 | 6 | 0 | 366 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 170 | 618 | 59 | 0 | 36 | 726 | 177 | 0 | 179 | 303 | 256 | 0 | 31 | 212 | 30 | 0 | 2797 |
| **APPROACH %'s :** | 20.07% | 72.96% | 6.97% | 0.00% | 3.83% | 77.32% | 18.85% | 0.00% | 24.25% | 41.06% | 34.69% | 0.00% | 11.36% | 77.66% | 10.99% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 87 | 321 | 38 | 0 | 18 | 358 | 93 | 0 | 90 | 165 | 140 | 0 | 16 | 106 | 14 | 0 | 1446 |
| **PEAK HR FACTOR :** | 0.837 | 0.902 | 0.950 | 0.000 | 0.563 | 0.895 | 0.727 | 0.000 | 0.804 | 0.793 | 0.814 | 0.000 | 0.800 | 0.757 | 0.583 | 0.000 | 0.988 |
| | 0.899 | | | | 0.916 | | | | 0.803 | | | | 0.829 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Commonwealth Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-026
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | S Hewitt St | | | | S Hewitt St | | | | E Commonwealth Ave | | | | E Commonwealth Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 12 | 102 | 2 | 0 | 1 | 57 | 8 | 0 | 7 | 6 | 3 | 0 | 6 | 12 | 7 | 0 | 223 |
| 7:15 AM | 9 | 82 | 1 | 0 | 3 | 88 | 13 | 0 | 5 | 11 | 7 | 0 | 4 | 25 | 3 | 0 | 251 |
| 7:30 AM | 11 | 97 | 6 | 0 | 7 | 75 | 18 | 0 | 10 | 12 | 5 | 0 | 2 | 25 | 5 | 0 | 273 |
| 7:45 AM | 18 | 95 | 12 | 0 | 3 | 72 | 9 | 0 | 6 | 11 | 8 | 0 | 3 | 24 | 9 | 0 | 270 |
| 8:00 AM | 11 | 70 | 9 | 0 | 2 | 66 | 11 | 0 | 10 | 10 | 8 | 0 | 6 | 18 | 6 | 0 | 227 |
| 8:15 AM | 11 | 78 | 23 | 0 | 5 | 65 | 20 | 0 | 2 | 27 | 4 | 0 | 19 | 45 | 2 | 0 | 301 |
| 8:30 AM | 16 | 63 | 21 | 0 | 6 | 70 | 22 | 0 | 12 | 24 | 10 | 0 | 18 | 50 | 6 | 0 | 318 |
| 8:45 AM | 13 | 75 | 1 | 0 | 1 | 90 | 10 | 0 | 5 | 15 | 10 | 0 | 12 | 22 | 2 | 0 | 256 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 101 | 662 | 75 | 0 | 28 | 583 | 111 | 0 | 57 | 116 | 55 | 0 | 70 | 221 | 40 | 0 | 2119 |
| **APPROACH %'s :** | 12.05% | 79.00% | 8.95% | 0.00% | 3.88% | 80.75% | 15.37% | 0.00% | 25.00% | 50.88% | 24.12% | 0.00% | 21.15% | 66.77% | 12.08% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 56 | 306 | 65 | 0 | 16 | 273 | 62 | 0 | 30 | 72 | 30 | 0 | 46 | 137 | 23 | 0 | 1116 |
| **PEAK HR FACTOR :** | 0.78 | 0.805 | 0.707 | 0.000 | 0.667 | 0.948 | 0.705 | 0.000 | 0.625 | 0.667 | 0.750 | 0.000 | 0.605 | 0.685 | 0.639 | 0.000 | 0.877 |
| | 0.854 | | | | 0.895 | | | | 0.717 | | | | 0.696 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 22 | 87 | 1 | 0 | 4 | 97 | 19 | 0 | 22 | 33 | 35 | 0 | 1 | 27 | 2 | 0 | 350 |
| 4:15 PM | 21 | 74 | 4 | 0 | 5 | 90 | 26 | 0 | 24 | 38 | 33 | 0 | 3 | 30 | 4 | 0 | 352 |
| 4:30 PM | 24 | 66 | 10 | 0 | 3 | 80 | 17 | 0 | 24 | 34 | 31 | 0 | 5 | 23 | 8 | 0 | 325 |
| 4:45 PM | 16 | 66 | 6 | 0 | 6 | 98 | 22 | 0 | 18 | 33 | 17 | 0 | 6 | 24 | 2 | 0 | 314 |
| 5:00 PM | 19 | 77 | 10 | 0 | 8 | 88 | 22 | 0 | 26 | 41 | 32 | 0 | 5 | 35 | 1 | 0 | 364 |
| 5:15 PM | 26 | 89 | 9 | 0 | 4 | 100 | 24 | 0 | 19 | 35 | 26 | 0 | 4 | 17 | 6 | 0 | 359 |
| 5:30 PM | 20 | 71 | 10 | 0 | 1 | 83 | 15 | 0 | 28 | 52 | 43 | 0 | 4 | 25 | 1 | 0 | 353 |
| 5:45 PM | 21 | 82 | 9 | 0 | 5 | 84 | 32 | 0 | 17 | 37 | 39 | 0 | 3 | 29 | 6 | 0 | 364 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 169 | 612 | 59 | 0 | 36 | 720 | 177 | 0 | 178 | 303 | 256 | 0 | 31 | 210 | 30 | 0 | 2781 |
| **APPROACH %'s :** | 20.12% | 72.86% | 7.02% | 0.00% | 3.86% | 77.17% | 18.97% | 0.00% | 24.15% | 41.11% | 34.74% | 0.00% | 11.44% | 77.49% | 11.07% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 86 | 319 | 38 | 0 | 18 | 355 | 93 | 0 | 90 | 165 | 140 | 0 | 16 | 106 | 14 | 0 | 1440 |
| **PEAK HR FACTOR :** | 0.83 | 0.896 | 0.950 | 0.000 | 0.563 | 0.888 | 0.727 | 0.000 | 0.804 | 0.793 | 0.814 | 0.000 | 0.800 | 0.757 | 0.583 | 0.000 | 0.989 |
| | 0.893 | | | | 0.910 | | | | 0.803 | | | | 0.829 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Commonwealth Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-026
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | S Hewitt St | | | | S Hewitt St | | | | E Commonwealth Ave | | | | E Commonwealth Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 AM | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 6 | 0 | 0 | 2 | 9 | 0 | 0 | 1 | 4 | 1 | 0 | 1 | 1 | 0 | 0 | 25 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 18.18% | 81.82% | 0.00% | 0.00% | 16.67% | 66.67% | 16.67% | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 3 | 0 | 0 | 2 | 6 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 16 |
| **PEAK HR FACTOR :** | 0.000 | 0.375 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.250 | 0.375 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 |
| | 0.375 | | | | 0.667 | | | | 0.333 | | | | 0.250 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 4:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 16 |
| **APPROACH %'s :** | 14.29% | 85.71% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.25 | 0.500 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 |
| | 0.375 | | | | 0.375 | | | | | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Commonwealth Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-026
**Date:** 5/8/2019

**Bikes**

| **NS/EW Streets:** | S Hewitt St | | | | S Hewitt St | | | | E Commonwealth Ave | | | | E Commonwealth Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| **PEAK HR :** | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 4 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 6 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 33.33% | 66.67% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | | | | | 0.250 | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** S Hewitt St & E Commonwealth Ave **Project ID:** 19-06063-026
**City:** San Jacinto **Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | S Hewitt St | | S Hewitt St | | E Commonwealth Ave | | E Commonwealth Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 8:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 1 | 9 |
| **APPROACH %'s :** | | | 50.00% | 50.00% | 50.00% | 50.00% | 0.00% | 100.00% | |
| **PEAK HR :** | **07:45 AM - 08:45 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 6 |
| **PEAK HR FACTOR :** | | | 0.250 | 0.375 | 0.250 | 0.250 | | | 0.750 |
| | | | 0.500 | | 0.500 | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 5 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 6 |
| 5:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 4 | 3 | 2 | 1 | 3 | 0 | 4 | 17 |
| **APPROACH %'s :** | 0.00% | 100.00% | 60.00% | 40.00% | 25.00% | 75.00% | 0.00% | 100.00% | |
| **PEAK HR :** | **05:00 PM - 06:00 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 4 | 10 |
| **PEAK HR FACTOR :** | | 0.333 | 0.250 | | 0.250 | | | 0.333 | 0.417 |
| | 0.333 | | 0.250 | | 0.250 | | 0.333 | | |

Prepared by National Data & Surveying Services

# S Hewitt St & E Commonwealth Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-026
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### S Hewitt St — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 62 | 279 | 18 | 0 | 363 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 93 | 358 | 18 | 0 | 425 | PM |

### E Commonwealth Ave — EASTBOUND

| AM | NOON | PM | | |
|---|---|---|---|---|
| 255 | 0 | 286 | ⇦ | |
| 0 | 0 | 0 | ↶ | 0 |
| 31 | 0 | 90 | ↱ | 1 |
| 75 | 0 | 165 | → | 1 |
| 30 | 0 | 140 | ↷ | 0 |
| AM | NOON | PM | | |

### CONTROL

Signalized

| | | | |
|---|---|---|---|
| TEV | 1132 AM | 0 NOON | 1446 PM |
| PHF | 0.88 | | 0.99 |

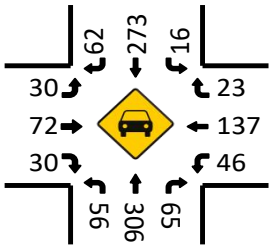
### E Commonwealth Ave — WESTBOUND

| PM | NOON | AM | | |
|---|---|---|---|---|
| 14 | 0 | 23 | ↶ | 0 |
| 106 | 0 | 137 | ← | 1 |
| 16 | 0 | 47 | ↰ | 1 |
| 0 | 0 | 0 | ↩ | 0 |
| 221 | 0 | 158 | ⇨ | |
| PM | NOON | AM | | |

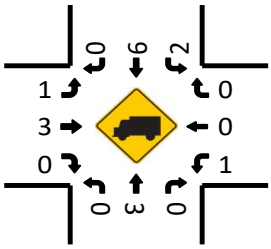
### S Hewitt St — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 514 | 0 | 87 | 321 | 38 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 356 | 0 | 56 | 309 | 65 | AM |

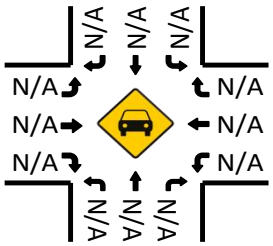
Cars (AM)



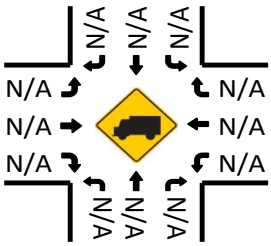

HT (AM)



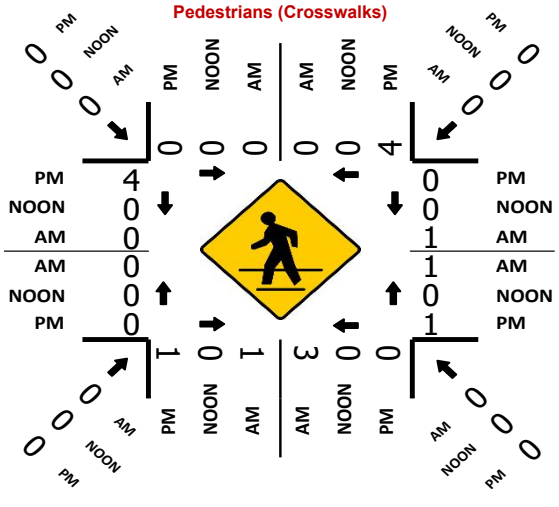

Cars (NOON)




HT (NOON)




Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
4
0
0
0
1
1
0
1
0
0
3
0
0
0
0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Main St/Lake Park Dr
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-027
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E Main St/Lake Park Dr | | | | E Main St/Lake Park Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 11 | 232 | 54 | 0 | 9 | 99 | 6 | 0 | 8 | 15 | 13 | 0 | 17 | 25 | 5 | 0 | 494 |
| 7:15 AM | 21 | 231 | 60 | 0 | 17 | 125 | 13 | 0 | 5 | 19 | 11 | 0 | 32 | 16 | 12 | 0 | 562 |
| 7:30 AM | 15 | 183 | 40 | 0 | 13 | 89 | 9 | 0 | 9 | 25 | 8 | 0 | 24 | 20 | 14 | 0 | 449 |
| 7:45 AM | 9 | 190 | 58 | 0 | 18 | 99 | 8 | 0 | 4 | 34 | 10 | 0 | 21 | 14 | 12 | 0 | 477 |
| 8:00 AM | 10 | 128 | 44 | 1 | 14 | 83 | 3 | 0 | 2 | 25 | 6 | 0 | 26 | 19 | 11 | 0 | 372 |
| 8:15 AM | 6 | 132 | 36 | 0 | 16 | 70 | 5 | 0 | 2 | 30 | 7 | 0 | 22 | 24 | 8 | 0 | 358 |
| 8:30 AM | 7 | 106 | 60 | 1 | 9 | 50 | 5 | 0 | 1 | 21 | 4 | 0 | 30 | 25 | 9 | 0 | 328 |
| 8:45 AM | 10 | 101 | 47 | 0 | 5 | 68 | 4 | 0 | 3 | 33 | 7 | 0 | 30 | 29 | 11 | 0 | 348 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 89 | 1303 | 399 | 2 | 101 | 683 | 53 | 0 | 34 | 202 | 66 | 0 | 202 | 172 | 82 | 0 | 3388 |
| **APPROACH %'s :** | 4.96% | 72.67% | 22.25% | 0.11% | 12.07% | 81.60% | 6.33% | 0.00% | 11.26% | 66.89% | 21.85% | 0.00% | 44.30% | 37.72% | 17.98% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 56 | 836 | 212 | 0 | 57 | 412 | 36 | 0 | 26 | 93 | 42 | 0 | 94 | 75 | 43 | 0 | 1982 |
| **PEAK HR FACTOR :** | 0.667 | 0.901 | 0.883 | 0.000 | 0.792 | 0.824 | 0.692 | 0.000 | 0.722 | 0.684 | 0.808 | 0.000 | 0.734 | 0.750 | 0.768 | 0.000 | 0.882 |
| | 0.885 | | | | 0.815 | | | | 0.839 | | | | 0.883 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 83 | 44 | 0 | 22 | 145 | 10 | 0 | 10 | 32 | 12 | 0 | 49 | 32 | 25 | 0 | 469 |
| 4:15 PM | 9 | 83 | 44 | 2 | 27 | 148 | 2 | 0 | 3 | 34 | 13 | 0 | 62 | 40 | 23 | 0 | 490 |
| 4:30 PM | 3 | 59 | 40 | 0 | 14 | 147 | 4 | 0 | 3 | 37 | 5 | 0 | 81 | 36 | 26 | 0 | 455 |
| 4:45 PM | 13 | 91 | 38 | 0 | 22 | 147 | 5 | 0 | 2 | 31 | 6 | 0 | 53 | 27 | 19 | 0 | 454 |
| 5:00 PM | 14 | 91 | 50 | 1 | 24 | 174 | 6 | 0 | 2 | 27 | 10 | 0 | 88 | 42 | 15 | 0 | 544 |
| 5:15 PM | 6 | 74 | 61 | 0 | 19 | 152 | 3 | 0 | 4 | 44 | 7 | 0 | 67 | 26 | 16 | 0 | 479 |
| 5:30 PM | 8 | 79 | 66 | 0 | 18 | 176 | 6 | 0 | 2 | 44 | 3 | 0 | 79 | 32 | 9 | 0 | 522 |
| 5:45 PM | 6 | 79 | 43 | 0 | 24 | 138 | 5 | 0 | 1 | 34 | 10 | 0 | 71 | 32 | 11 | 0 | 454 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 64 | 639 | 386 | 3 | 170 | 1227 | 41 | 0 | 27 | 283 | 66 | 0 | 550 | 267 | 144 | 0 | 3867 |
| **APPROACH %'s :** | 5.86% | 58.52% | 35.35% | 0.27% | 11.82% | 85.33% | 2.85% | 0.00% | 7.18% | 75.27% | 17.55% | 0.00% | 57.23% | 27.78% | 14.98% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 41 | 335 | 215 | 1 | 83 | 649 | 20 | 0 | 10 | 146 | 26 | 0 | 287 | 127 | 59 | 0 | 1999 |
| **PEAK HR FACTOR :** | 0.732 | 0.920 | 0.814 | 0.250 | 0.865 | 0.922 | 0.833 | 0.000 | 0.625 | 0.830 | 0.650 | 0.000 | 0.815 | 0.756 | 0.776 | 0.000 | 0.919 |
| | 0.949 | | | | 0.922 | | | | 0.827 | | | | 0.816 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Main St/Lake Park Dr
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-027
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E Main St/Lake Park Dr | | | | E Main St/Lake Park Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 11 | 230 | 53 | 0 | 9 | 96 | 6 | 0 | 8 | 15 | 12 | 0 | 17 | 23 | 5 | 0 | 485 |
| 7:15 AM | 21 | 229 | 58 | 0 | 17 | 119 | 13 | 0 | 5 | 19 | 11 | 0 | 31 | 16 | 12 | 0 | 551 |
| 7:30 AM | 15 | 182 | 39 | 0 | 12 | 82 | 9 | 0 | 9 | 21 | 8 | 0 | 22 | 20 | 14 | 0 | 433 |
| 7:45 AM | 9 | 188 | 58 | 0 | 18 | 96 | 8 | 0 | 4 | 33 | 10 | 0 | 20 | 14 | 11 | 0 | 469 |
| 8:00 AM | 10 | 126 | 43 | 1 | 14 | 81 | 3 | 0 | 2 | 25 | 5 | 0 | 26 | 18 | 10 | 0 | 364 |
| 8:15 AM | 6 | 130 | 36 | 0 | 16 | 66 | 4 | 0 | 2 | 30 | 7 | 0 | 20 | 22 | 8 | 0 | 347 |
| 8:30 AM | 7 | 96 | 60 | 1 | 9 | 48 | 4 | 0 | 1 | 21 | 4 | 0 | 29 | 25 | 9 | 0 | 314 |
| 8:45 AM | 10 | 100 | 43 | 0 | 5 | 66 | 4 | 0 | 3 | 32 | 7 | 0 | 30 | 29 | 11 | 0 | 340 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 89 | 1281 | 390 | 2 | 100 | 654 | 51 | 0 | 34 | 196 | 64 | 0 | 195 | 167 | 80 | 0 | 3303 |
| **APPROACH %'s :** | 5.05% | 72.70% | 22.13% | 0.11% | 12.42% | 81.24% | 6.34% | 0.00% | 11.56% | 66.67% | 21.77% | 0.00% | 44.12% | 37.78% | 18.10% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 56 | 829 | 208 | 0 | 56 | 393 | 36 | 0 | 26 | 88 | 41 | 0 | 90 | 73 | 42 | 0 | 1938 |
| **PEAK HR FACTOR :** | 0.67 | 0.901 | 0.897 | 0.000 | 0.778 | 0.826 | 0.692 | 0.000 | 0.722 | 0.667 | 0.854 | 0.000 | 0.726 | 0.793 | 0.750 | 0.000 | 0.879 |
| | 0.887 | | | | 0.814 | | | | 0.824 | | | | 0.869 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 79 | 44 | 0 | 21 | 144 | 10 | 0 | 10 | 32 | 10 | 0 | 48 | 31 | 24 | 0 | 458 |
| 4:15 PM | 9 | 77 | 44 | 2 | 27 | 145 | 2 | 0 | 3 | 34 | 13 | 0 | 62 | 39 | 23 | 0 | 480 |
| 4:30 PM | 3 | 57 | 40 | 0 | 14 | 146 | 4 | 0 | 3 | 36 | 5 | 0 | 80 | 36 | 26 | 0 | 450 |
| 4:45 PM | 13 | 90 | 38 | 0 | 22 | 146 | 5 | 0 | 2 | 30 | 6 | 0 | 52 | 27 | 19 | 0 | 450 |
| 5:00 PM | 14 | 88 | 50 | 1 | 24 | 174 | 6 | 0 | 2 | 27 | 10 | 0 | 88 | 40 | 15 | 0 | 539 |
| 5:15 PM | 6 | 73 | 61 | 0 | 19 | 150 | 3 | 0 | 4 | 44 | 7 | 0 | 67 | 26 | 15 | 0 | 475 |
| 5:30 PM | 8 | 77 | 66 | 0 | 18 | 175 | 6 | 0 | 2 | 43 | 3 | 0 | 78 | 32 | 9 | 0 | 517 |
| 5:45 PM | 6 | 78 | 43 | 0 | 24 | 135 | 5 | 0 | 1 | 34 | 10 | 0 | 71 | 32 | 11 | 0 | 450 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 64 | 619 | 386 | 3 | 169 | 1215 | 41 | 0 | 27 | 280 | 64 | 0 | 546 | 263 | 142 | 0 | 3819 |
| **APPROACH %'s :** | 5.97% | 57.74% | 36.01% | 0.28% | 11.86% | 85.26% | 2.88% | 0.00% | 7.28% | 75.47% | 17.25% | 0.00% | 57.41% | 27.66% | 14.93% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 41 | 328 | 215 | 1 | 83 | 645 | 20 | 0 | 10 | 144 | 26 | 0 | 285 | 125 | 58 | 0 | 1981 |
| **PEAK HR FACTOR :** | 0.73 | 0.911 | 0.814 | 0.250 | 0.865 | 0.921 | 0.833 | 0.000 | 0.625 | 0.818 | 0.650 | 0.000 | 0.810 | 0.781 | 0.763 | 0.000 | 0.919 |
| | 0.956 | | | | 0.917 | | | | 0.818 | | | | 0.818 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Main St/Lake Park Dr
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-027
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | Ramona Expy | | | | Ramona Expy | | | | E Main St/Lake Park Dr | | | | E Main St/Lake Park Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 9 |
| 7:15 AM | 0 | 2 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 |
| 7:30 AM | 0 | 1 | 1 | 0 | 1 | 7 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 16 |
| 7:45 AM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 8 |
| 8:00 AM | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 8 |
| 8:15 AM | 0 | 2 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 11 |
| 8:30 AM | 0 | 10 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 14 |
| 8:45 AM | 0 | 1 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 22 | 9 | 0 | 1 | 29 | 2 | 0 | 0 | 6 | 2 | 0 | 7 | 5 | 2 | 0 | 85 |
| **APPROACH %'s :** | 0.00% | 70.97% | 29.03% | 0.00% | 3.13% | 90.63% | 6.25% | 0.00% | 0.00% | 75.00% | 25.00% | 0.00% | 50.00% | 35.71% | 14.29% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 7 | 4 | 0 | 1 | 19 | 0 | 0 | 0 | 5 | 1 | 0 | 4 | 2 | 1 | 0 | 44 |
| **PEAK HR FACTOR :** | 0.000 | 0.875 | 0.500 | 0.000 | 0.250 | 0.679 | 0.000 | 0.000 | 0.000 | 0.313 | 0.250 | 0.000 | 0.500 | 0.250 | 0.250 | 0.000 | 0.688 |
| | 0.688 | | | | 0.625 | | | | 0.375 | | | | 0.875 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 11 |
| 4:15 PM | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 10 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 5:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 20 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 3 | 2 | 0 | 4 | 4 | 2 | 0 | 48 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 7.69% | 92.31% | 0.00% | 0.00% | 0.00% | 60.00% | 40.00% | 0.00% | 40.00% | 40.00% | 20.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 7 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 1 | 0 | 18 |
| **PEAK HR FACTOR :** | 0.00 | 0.583 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.250 | 0.250 | 0.000 | 0.900 |
| | 0.583 | | | | 0.500 | | | | 0.500 | | | | 0.625 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Main St/Lake Park Dr
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-027
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E Main St/Lake Park Dr | | | | E Main St/Lake Park Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| **APPROACH %'s :** | | | | | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | | | | | 0.250 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1.5 | 0.5 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 8 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.750 |
| | | | | | | | | | | 0.500 | | | | 0.500 | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Main St/Lake Park Dr **Project ID:** 19-06063-027
**City:** San Jacinto **Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Ramona Expy | | Ramona Expy | | E Main St/Lake Park Dr | | E Main St/Lake Park Dr | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 100.00% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 3 |
| **APPROACH %'s :** | | | 50.00% | 50.00% | 0.00% | 100.00% | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 3 |
| **PEAK HR FACTOR :** | | | 0.250 | 0.250 | | 0.250 | | | 0.750 |
| | | | 0.500 | | | 0.250 | | | |

Prepared by National Data & Surveying Services

# Ramona Expy & E Main St/Lake Park Dr

## Peak Hour Turning Movement Count

**ID:** 19-06063-027
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:45 PM - 05:45 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### Ramona Expy — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 36 | 412 | 57 | 0 | 905 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 20 | 649 | 83 | 0 | 404 | PM |

### EASTBOUND — E Main St/Lake Park Dr

| AM | NOON | PM | | |
|---|---|---|---|---|
| 167 | 0 | 188 | | |
| 0 | 0 | 0 | 0 | |
| 26 | 0 | 10 | 1 | |
| 93 | 0 | 146 | 1 | |
| 42 | 0 | 26 | 1 | |
| AM | NOON | PM | | |

### WESTBOUND — E Main St/Lake Park Dr

| PM | NOON | AM | | |
|---|---|---|---|---|
| 59 | 0 | 43 | 1 | |
| 127 | 0 | 75 | 1 | |
| 287 | 0 | 94 | 1 | |
| 0 | 0 | 0 | 0 | |
| 444 | 0 | 362 | | |
| PM | NOON | AM | | |

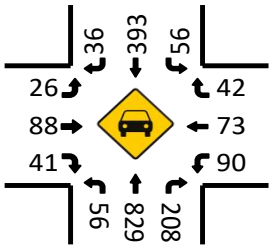
### NORTHBOUND — Ramona Expy

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 963 | 1 | 41 | 335 | 215 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 548 | 0 | 56 | 836 | 212 | AM |

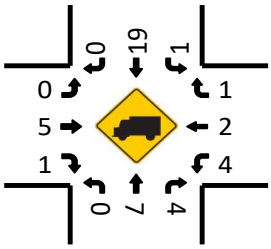
| | 0 | 2 | 1 | 0 |
|---|---|---|---|---|
| | 0 | 1 | 1.5 | 0.5 |

| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 1982 AM | 0 NOON | 1999 PM |
| PHF | 0.88 | | 0.92 |

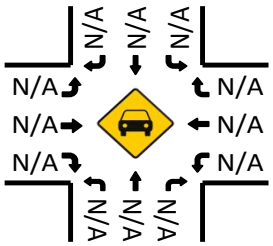
**Cars (AM)**



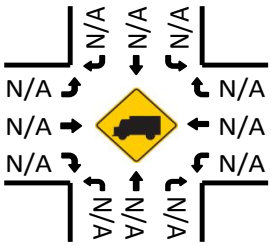

**HT (AM)**



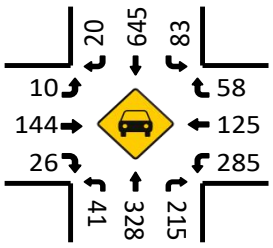

**Cars (NOON)**



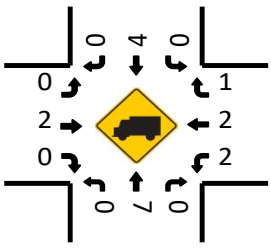

**HT (NOON)**



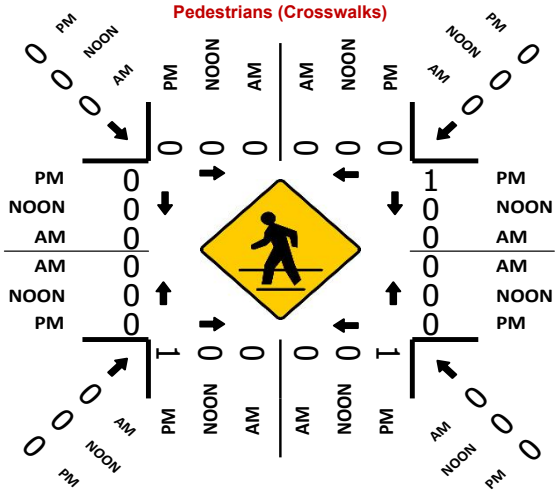

**Cars (PM)**




**HT (PM)**




**Pedestrians (Crosswalks)**



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-028
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E 7th St | | | | E 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 16 | 282 | 0 | 0 | 1 | 99 | 16 | 0 | 20 | 0 | 14 | 0 | 2 | 0 | 0 | 0 | 450 |
| 7:15 AM | 23 | 257 | 0 | 0 | 0 | 136 | 27 | 0 | 58 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 544 |
| 7:30 AM | 12 | 228 | 0 | 0 | 0 | 118 | 6 | 1 | 20 | 0 | 13 | 0 | 2 | 0 | 0 | 0 | 400 |
| 7:45 AM | 15 | 229 | 0 | 0 | 0 | 102 | 12 | 3 | 14 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 384 |
| 8:00 AM | 13 | 173 | 0 | 0 | 0 | 100 | 13 | 5 | 12 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 324 |
| 8:15 AM | 8 | 153 | 0 | 0 | 0 | 80 | 15 | 0 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 274 |
| 8:30 AM | 4 | 152 | 1 | 0 | 0 | 62 | 20 | 3 | 22 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 274 |
| 8:45 AM | 4 | 141 | 0 | 0 | 0 | 93 | 12 | 0 | 16 | 0 | 9 | 0 | 1 | 1 | 0 | 0 | 277 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 95 | 1615 | 1 | 0 | 1 | 790 | 121 | 12 | 175 | 1 | 109 | 0 | 5 | 1 | 1 | 0 | 2927 |
| **APPROACH %'s :** | 5.55% | 94.39% | 0.06% | 0.00% | 0.11% | 85.50% | 13.10% | 1.30% | 61.40% | 0.35% | 38.25% | 0.00% | 71.43% | 14.29% | 14.29% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 66 | 996 | 0 | 0 | 1 | 455 | 61 | 4 | 112 | 1 | 78 | 0 | 4 | 0 | 0 | 0 | 1778 |
| **PEAK HR FACTOR :** | 0.717 | 0.883 | 0.000 | 0.000 | 0.250 | 0.836 | 0.565 | 0.333 | 0.483 | 0.250 | 0.453 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.817 |
| | | 0.891 | | | | 0.799 | | | | 0.473 | | | | 0.500 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 111 | 0 | 0 | 0 | 194 | 8 | 5 | 15 | 2 | 13 | 0 | 1 | 0 | 0 | 0 | 354 |
| 4:15 PM | 5 | 124 | 1 | 0 | 0 | 218 | 14 | 0 | 12 | 1 | 11 | 0 | 0 | 1 | 1 | 0 | 388 |
| 4:30 PM | 7 | 99 | 0 | 0 | 2 | 218 | 11 | 4 | 13 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 370 |
| 4:45 PM | 9 | 120 | 4 | 0 | 0 | 197 | 5 | 4 | 17 | 0 | 17 | 0 | 1 | 2 | 1 | 0 | 377 |
| 5:00 PM | 10 | 118 | 1 | 0 | 0 | 252 | 17 | 13 | 15 | 1 | 17 | 0 | 1 | 1 | 1 | 0 | 447 |
| 5:15 PM | 9 | 131 | 3 | 0 | 0 | 218 | 16 | 0 | 19 | 1 | 11 | 0 | 0 | 3 | 0 | 0 | 411 |
| 5:30 PM | 6 | 136 | 2 | 0 | 0 | 236 | 13 | 1 | 11 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 417 |
| 5:45 PM | 5 | 119 | 1 | 0 | 0 | 213 | 9 | 0 | 12 | 0 | 14 | 0 | 1 | 1 | 0 | 0 | 375 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 56 | 958 | 12 | 0 | 2 | 1746 | 93 | 27 | 114 | 6 | 110 | 0 | 4 | 8 | 3 | 0 | 3139 |
| **APPROACH %'s :** | 5.46% | 93.37% | 1.17% | 0.00% | 0.11% | 93.47% | 4.98% | 1.45% | 49.57% | 2.61% | 47.83% | 0.00% | 26.67% | 53.33% | 20.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 34 | 505 | 10 | 0 | 0 | 903 | 51 | 18 | 62 | 2 | 57 | 0 | 2 | 6 | 2 | 0 | 1652 |
| **PEAK HR FACTOR :** | 0.850 | 0.928 | 0.625 | 0.000 | 0.000 | 0.896 | 0.750 | 0.346 | 0.816 | 0.500 | 0.838 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.924 |
| | | 0.953 | | | | 0.862 | | | | 0.890 | | | | 0.625 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-028
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E 7th St | | | | E 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 16 | 279 | 0 | 0 | 1 | 95 | 16 | 0 | 20 | 0 | 14 | 0 | 2 | 0 | 0 | 0 | 443 |
| 7:15 AM | 23 | 255 | 0 | 0 | 0 | 127 | 27 | 0 | 56 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 531 |
| 7:30 AM | 12 | 226 | 0 | 0 | 0 | 111 | 5 | 1 | 20 | 0 | 13 | 0 | 2 | 0 | 0 | 0 | 390 |
| 7:45 AM | 15 | 227 | 0 | 0 | 0 | 98 | 10 | 3 | 14 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 375 |
| 8:00 AM | 12 | 171 | 0 | 0 | 0 | 97 | 12 | 5 | 11 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 316 |
| 8:15 AM | 8 | 151 | 0 | 0 | 0 | 76 | 15 | 0 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 268 |
| 8:30 AM | 4 | 142 | 1 | 0 | 0 | 58 | 19 | 3 | 22 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 259 |
| 8:45 AM | 4 | 138 | 0 | 0 | 0 | 91 | 12 | 0 | 14 | 0 | 9 | 0 | 1 | 1 | 0 | 0 | 270 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 94 | 1589 | 1 | 0 | 1 | 753 | 116 | 12 | 170 | 1 | 108 | 0 | 5 | 1 | 1 | 0 | 2852 |
| **APPROACH %'s :** | 5.58% | 94.36% | 0.06% | 0.00% | 0.11% | 85.37% | 13.15% | 1.36% | 60.93% | 0.36% | 38.71% | 0.00% | 71.43% | 14.29% | 14.29% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 66 | 987 | 0 | 0 | 1 | 431 | 58 | 4 | 110 | 1 | 77 | 0 | 4 | 0 | 0 | 0 | 1739 |
| **PEAK HR FACTOR :** | 0.72 | 0.884 | 0.000 | 0.000 | 0.250 | 0.848 | 0.537 | 0.333 | 0.491 | 0.250 | 0.448 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.819 |
| | | 0.892 | | | | 0.802 | | | | 0.475 | | | | 0.500 | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 107 | 0 | 0 | 0 | 190 | 8 | 5 | 15 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 344 |
| 4:15 PM | 5 | 118 | 1 | 0 | 0 | 215 | 14 | 0 | 12 | 1 | 11 | 0 | 0 | 1 | 1 | 0 | 379 |
| 4:30 PM | 7 | 97 | 0 | 0 | 2 | 216 | 11 | 4 | 13 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 365 |
| 4:45 PM | 9 | 118 | 4 | 0 | 0 | 195 | 5 | 4 | 17 | 0 | 17 | 0 | 1 | 2 | 1 | 0 | 373 |
| 5:00 PM | 9 | 116 | 1 | 0 | 0 | 252 | 17 | 13 | 15 | 1 | 17 | 0 | 1 | 1 | 1 | 0 | 444 |
| 5:15 PM | 9 | 130 | 3 | 0 | 0 | 216 | 16 | 0 | 19 | 1 | 11 | 0 | 0 | 3 | 0 | 0 | 408 |
| 5:30 PM | 6 | 134 | 2 | 0 | 0 | 234 | 13 | 1 | 11 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 413 |
| 5:45 PM | 5 | 117 | 1 | 0 | 0 | 212 | 9 | 0 | 12 | 0 | 14 | 0 | 1 | 1 | 0 | 0 | 372 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 55 | 937 | 12 | 0 | 2 | 1730 | 93 | 27 | 114 | 6 | 108 | 0 | 3 | 8 | 3 | 0 | 3098 |
| **APPROACH %'s :** | 5.48% | 93.33% | 1.20% | 0.00% | 0.11% | 93.41% | 5.02% | 1.46% | 50.00% | 2.63% | 47.37% | 0.00% | 21.43% | 57.14% | 21.43% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 33 | 498 | 10 | 0 | 0 | 897 | 51 | 18 | 62 | 2 | 57 | 0 | 2 | 6 | 2 | 0 | 1638 |
| **PEAK HR FACTOR :** | 0.92 | 0.929 | 0.625 | 0.000 | 0.000 | 0.890 | 0.750 | 0.346 | 0.816 | 0.500 | 0.838 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.922 |
| | | 0.952 | | | | 0.856 | | | | 0.890 | | | | 0.625 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-028
**Date:** 5/8/2019

**HT**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E 7th St | | | | E 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:15 AM | 0 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:45 AM | 0 | 2 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 AM | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:15 AM | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:30 AM | 0 | 10 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:45 AM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 26 | 0 | 0 | 0 | 37 | 5 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 75 |
| **APPROACH %'s :** | 3.70% | 96.30% | 0.00% | 0.00% | 0.00% | 88.10% | 11.90% | 0.00% | 83.33% | 0.00% | 16.67% | 0.00% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 9 | 0 | 0 | 0 | 24 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 39 |
| **PEAK HR FACTOR :** | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.667 | 0.375 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 |
| | 0.750 | | | | 0.750 | | | | 0.375 | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 10 |
| 4:15 PM | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 21 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 41 |
| **APPROACH %'s :** | 4.55% | 95.45% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 7 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **PEAK HR FACTOR :** | 0.25 | 0.875 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.875 |
| | 0.667 | | | | 0.750 | | | | | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E 7th St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-028
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E 7th St | | | | E 7th St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E 7th St
**City:** San Jacinto
**Project ID:** 19-06063-028
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Ramona Expy | | Ramona Expy | | E 7th St | | E 7th St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| **APPROACH %'s :** | 100.00% | 0.00% | | | | | 0.00% | 100.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| **APPROACH %'s :** | | | | | | | 0.00% | 100.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| **PEAK HR FACTOR :** | | | | | | | | 0.250 | 0.250 |
| | | | | | | | 0.250 | | |

Prepared by National Data & Surveying Services

# Ramona Expy & E 7th St

## Peak Hour Turning Movement Count

**ID:** 19-06063-028
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

AM: 07:00 AM - 08:00 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### Ramona Expy — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 61 | 455 | 1 | 4 | 1112 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 51 | 903 | 0 | 18 | 587 | PM |

### E 7th St — EASTBOUND

| AM | NOON | PM | | |
|---|---|---|---|---|
| 127 | 0 | 91 | ⇦ | |
| 0 | 0 | 0 | ↶ | 0 |
| 112 | 0 | 62 | ↱ | 1 |
| 1 | 0 | 2 | → | 1 |
| 78 | 0 | 57 | ↷ | 0 |
| AM | NOON | PM | | |

### CONTROL

Signalized

| | | | |
|---|---|---|---|
| TEV | 1778 AM | 0 NOON | 1652 PM |
| PHF | 0.82 | | 0.92 |

### WESTBOUND — E 7th St

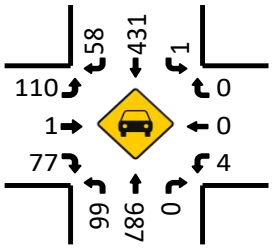
| PM | NOON | AM | | |
|---|---|---|---|---|
| 2 | 0 | 0 | ↶ | 0 |
| 6 | 0 | 0 | ← | 1 |
| 2 | 0 | 4 | ↰ | 1 |
| 0 | 0 | 0 | ↩ | 0 |
| 12 | 0 | 2 | ⇨ | |
| PM | NOON | AM | | |

### Ramona Expy — NORTHBOUND

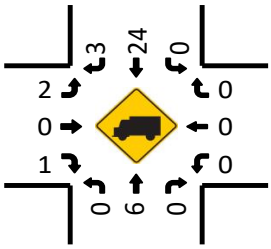
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 962 | 0 | 34 | 505 | 10 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 537 | 0 | 66 | 996 | 0 | AM |

Ramona Expy

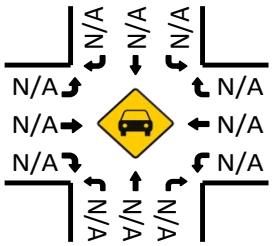
### Cars (AM)



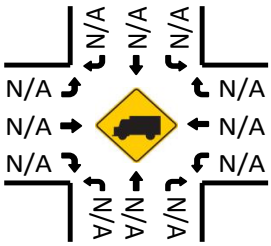

### HT (AM)



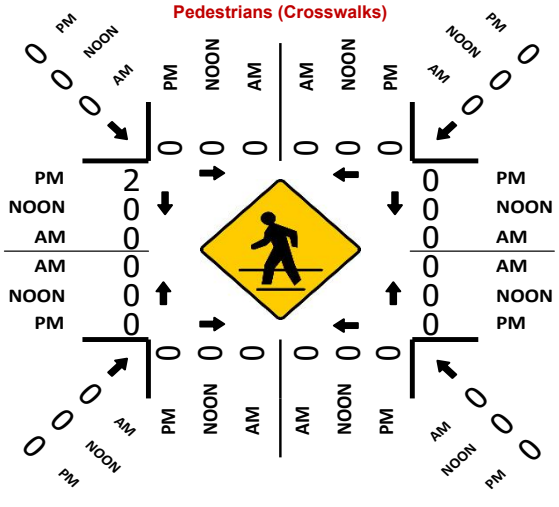

### Cars (NOON)




### HT (NOON)




### Pedestrians (Crosswalks)


PM
NOON
AM
0
2
0
0
0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-029
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E Esplanade Ave | | | | E Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 26 | 195 | 0 | 0 | 0 | 82 | 27 | 0 | 76 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 420 |
| 7:15 AM | 18 | 206 | 0 | 0 | 0 | 102 | 70 | 0 | 87 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 513 |
| 7:30 AM | 38 | 154 | 0 | 0 | 0 | 84 | 46 | 0 | 63 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 395 |
| 7:45 AM | 41 | 164 | 0 | 0 | 0 | 78 | 37 | 0 | 46 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 382 |
| 8:00 AM | 22 | 122 | 0 | 0 | 0 | 58 | 34 | 0 | 41 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 291 |
| 8:15 AM | 24 | 129 | 0 | 0 | 0 | 65 | 25 | 0 | 38 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 295 |
| 8:30 AM | 33 | 125 | 0 | 0 | 0 | 77 | 25 | 0 | 53 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 338 |
| 8:45 AM | 36 | 86 | 0 | 0 | 0 | 62 | 34 | 0 | 46 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 287 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 238 | 1181 | 0 | 0 | 0 | 608 | 298 | 0 | 450 | 0 | 145 | 1 | 0 | 0 | 0 | 0 | 2921 |
| **APPROACH %'s :** | 16.77% | 83.23% | 0.00% | 0.00% | 0.00% | 67.11% | 32.89% | 0.00% | 75.50% | 0.00% | 24.33% | 0.17% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 123 | 719 | 0 | 0 | 0 | 346 | 180 | 0 | 272 | 0 | 69 | 1 | 0 | 0 | 0 | 0 | 1710 |
| **PEAK HR FACTOR :** | 0.750 | 0.873 | 0.000 | 0.000 | 0.000 | 0.848 | 0.643 | 0.000 | 0.782 | 0.000 | 0.595 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.833 |
| | | 0.940 | | | | 0.765 | | | | 0.731 | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 26 | 90 | 0 | 0 | 0 | 162 | 60 | 0 | 32 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 425 |
| 4:15 PM | 33 | 91 | 0 | 0 | 0 | 158 | 55 | 0 | 30 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 416 |
| 4:30 PM | 34 | 95 | 0 | 0 | 0 | 120 | 56 | 0 | 35 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 380 |
| 4:45 PM | 32 | 73 | 0 | 0 | 0 | 155 | 49 | 0 | 43 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 390 |
| 5:00 PM | 29 | 76 | 0 | 0 | 0 | 198 | 70 | 0 | 35 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 454 |
| 5:15 PM | 35 | 103 | 0 | 0 | 0 | 178 | 61 | 0 | 36 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 462 |
| 5:30 PM | 30 | 85 | 0 | 0 | 0 | 160 | 74 | 1 | 44 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 446 |
| 5:45 PM | 37 | 76 | 0 | 0 | 0 | 132 | 55 | 0 | 26 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 364 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 256 | 689 | 0 | 0 | 0 | 1263 | 480 | 1 | 281 | 0 | 367 | 0 | 0 | 0 | 0 | 0 | 3337 |
| **APPROACH %'s :** | 27.09% | 72.91% | 0.00% | 0.00% | 0.00% | 72.42% | 27.52% | 0.06% | 43.36% | 0.00% | 56.64% | 0.00% | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 126 | 337 | 0 | 0 | 0 | 691 | 254 | 1 | 158 | 0 | 185 | 0 | 0 | 0 | 0 | 0 | 1752 |
| **PEAK HR FACTOR :** | 0.900 | 0.818 | 0.000 | 0.000 | 0.000 | 0.872 | 0.858 | 0.250 | 0.898 | 0.000 | 0.889 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.948 |
| | | 0.839 | | | | 0.882 | | | | 0.893 | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-029
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E Esplanade Ave | | | | E Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 26 | 193 | 0 | 0 | 0 | 77 | 27 | 0 | 76 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 412 |
| 7:15 AM | 17 | 203 | 0 | 0 | 0 | 98 | 69 | 0 | 86 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 503 |
| 7:30 AM | 38 | 151 | 0 | 0 | 0 | 74 | 45 | 0 | 60 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 377 |
| 7:45 AM | 41 | 161 | 0 | 0 | 0 | 74 | 37 | 0 | 46 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 374 |
| 8:00 AM | 22 | 121 | 0 | 0 | 0 | 58 | 31 | 0 | 41 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 287 |
| 8:15 AM | 24 | 126 | 0 | 0 | 0 | 62 | 25 | 0 | 38 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 289 |
| 8:30 AM | 33 | 121 | 0 | 0 | 0 | 73 | 25 | 0 | 52 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 328 |
| 8:45 AM | 35 | 86 | 0 | 0 | 0 | 59 | 34 | 0 | 45 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 282 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 236 | 1162 | 0 | 0 | 0 | 575 | 293 | 0 | 444 | 0 | 141 | 1 | 0 | 0 | 0 | 0 | 2852 |
| **APPROACH %'s :** | 16.88% | 83.12% | 0.00% | 0.00% | 0.00% | 66.24% | 33.76% | 0.00% | 75.77% | 0.00% | 24.06% | 0.17% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 122 | 708 | 0 | 0 | 0 | 323 | 178 | 0 | 268 | 0 | 66 | 1 | 0 | 0 | 0 | 0 | 1666 |
| **PEAK HR FACTOR :** | 0.74 | 0.872 | 0.000 | 0.000 | 0.000 | 0.824 | 0.645 | 0.000 | 0.779 | 0.000 | 0.569 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.828 |
| | 0.943 | | | | 0.750 | | | | 0.722 | | | | | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 26 | 88 | 0 | 0 | 0 | 157 | 60 | 0 | 32 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 418 |
| 4:15 PM | 32 | 85 | 0 | 0 | 0 | 156 | 53 | 0 | 29 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 404 |
| 4:30 PM | 34 | 91 | 0 | 0 | 0 | 118 | 56 | 0 | 35 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 374 |
| 4:45 PM | 32 | 73 | 0 | 0 | 0 | 153 | 49 | 0 | 42 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 387 |
| 5:00 PM | 29 | 72 | 0 | 0 | 0 | 198 | 70 | 0 | 35 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 450 |
| 5:15 PM | 35 | 101 | 0 | 0 | 0 | 177 | 61 | 0 | 36 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 458 |
| 5:30 PM | 30 | 85 | 0 | 0 | 0 | 158 | 73 | 1 | 44 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 443 |
| 5:45 PM | 37 | 76 | 0 | 0 | 0 | 131 | 54 | 0 | 26 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 361 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 255 | 671 | 0 | 0 | 0 | 1248 | 476 | 1 | 279 | 0 | 365 | 0 | 0 | 0 | 0 | 0 | 3295 |
| **APPROACH %'s :** | 27.54% | 72.46% | 0.00% | 0.00% | 0.00% | 72.35% | 27.59% | 0.06% | 43.32% | 0.00% | 56.68% | 0.00% | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 126 | 331 | 0 | 0 | 0 | 686 | 253 | 1 | 157 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 1738 |
| **PEAK HR FACTOR :** | 0.90 | 0.819 | 0.000 | 0.000 | 0.000 | 0.866 | 0.866 | 0.250 | 0.892 | 0.000 | 0.885 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.949 |
| | 0.840 | | | | 0.877 | | | | 0.888 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-029
**Date:** 5/8/2019

**HT**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E Esplanade Ave | | | | E Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:15 AM | 1 | 3 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:30 AM | 0 | 3 | 0 | 0 | 0 | 10 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 7:45 AM | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 AM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:30 AM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:45 AM | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 2 | 19 | 0 | 0 | 0 | 33 | 5 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 69 |
| **APPROACH %'s :** | 9.52% | 90.48% | 0.00% | 0.00% | 0.00% | 86.84% | 13.16% | 0.00% | 60.00% | 0.00% | 40.00% | 0.00% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 11 | 0 | 0 | 0 | 23 | 2 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 44 |
| **PEAK HR FACTOR :** | 0.250 | 0.917 | 0.000 | 0.000 | 0.000 | 0.575 | 0.500 | 0.000 | 0.333 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.611 |
| | 0.750 | | | | 0.568 | | | | 0.438 | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:15 PM | 1 | 6 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 4:30 PM | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 18 | 0 | 0 | 0 | 15 | 4 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 42 |
| **APPROACH %'s :** | 5.26% | 94.74% | 0.00% | 0.00% | 0.00% | 78.95% | 21.05% | 0.00% | 50.00% | 0.00% | 50.00% | 0.00% | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 6 | 0 | 0 | 0 | 5 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| **PEAK HR FACTOR :** | 0.00 | 0.375 | 0.000 | 0.000 | 0.000 | 0.625 | 0.250 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.875 |
| | 0.375 | | | | 0.500 | | | | 0.500 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Esplanade Ave
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-029
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | E Esplanade Ave | | | | E Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | 0.250 | | | | 0.250 | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & E Esplanade Ave
**City:** San Jacinto
**Project ID:** 19-06063-029
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Ramona Expy | | Ramona Expy | | E Esplanade Ave | | E Esplanade Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 4 |
| **APPROACH %'s :** | | | 50.00% | 50.00% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 4 |
| **APPROACH %'s :** | | | 25.00% | 75.00% | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | | | 0.250 | | | | | | 0.250 |
| | | | 0.250 | | | | | | |

Prepared by National Data & Surveying Services

# Ramona Expy & E Esplanade Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-029
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:45 PM - 05:45 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### Ramona Expy — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 180 | 346 | 0 | 0 | 991 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 254 | 691 | 0 | 1 | 496 | PM |

### E Esplanade Ave — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 304 | 0 | 380 | |
| 1 | 0 | 0 | 0 |
| 272 | 0 | 158 | 1 |
| 0 | 0 | 0 | 0 |
| 69 | 0 | 185 | 1 |
| AM | NOON | PM | |

### WESTBOUND — E Esplanade Ave

| PM | NOON | AM | |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | |
| PM | NOON | AM | |

### NORTHBOUND — Ramona Expy

| | | | | | |
|---|---|---|---|---|---|
| PM | 876 | 0 | 126 | 337 | 0 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 415 | 0 | 123 | 719 | 0 | AM |

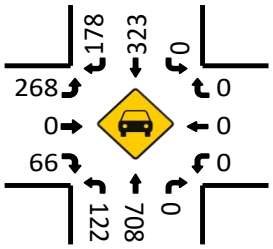
| | | | | |
|---|---|---|---|---|
| | 1 | 1 | 0 | 0 |
| | 0 | 1 | 1 | 0 |

### CONTROL

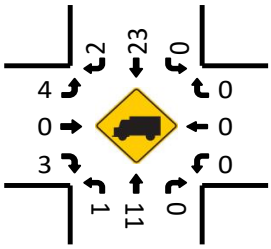
Signalized

| | | | |
|---|---|---|---|
| TEV | 1710 AM | 0 NOON | 1752 PM |
| PHF | 0.83 | | 0.95 |

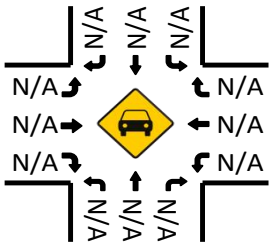
### Cars (AM)



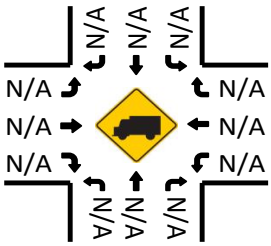

### HT (AM)



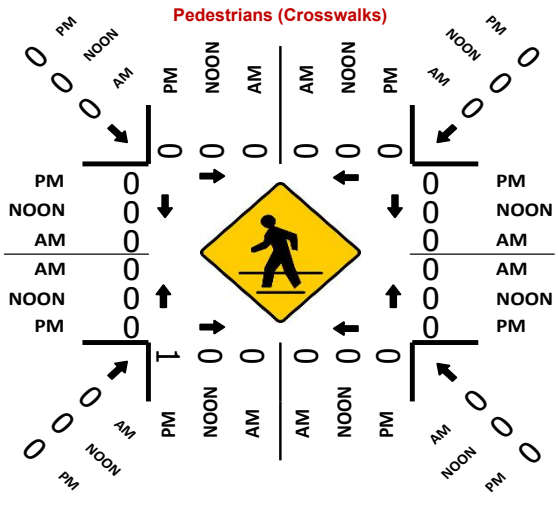

### Cars (NOON)



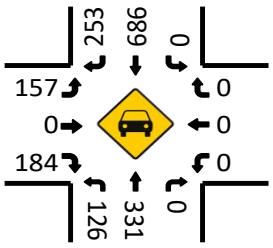

### HT (NOON)



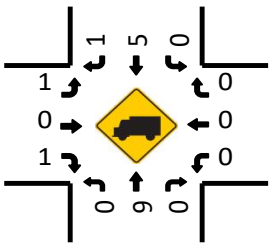

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Soboba Rd & Lake Park Dr
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-030
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | Soboba Rd | | | | Soboba Rd | | | | Lake Park Dr | | | | Lake Park Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 12 | 4 | 0 | 0 | 0 | 9 | 23 | 0 | 45 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 120 |
| 7:15 AM | 22 | 5 | 0 | 0 | 0 | 14 | 26 | 0 | 44 | 0 | 34 | 0 | 1 | 0 | 0 | 0 | 146 |
| 7:30 AM | 19 | 5 | 0 | 0 | 0 | 16 | 20 | 0 | 44 | 1 | 22 | 0 | 0 | 1 | 0 | 0 | 128 |
| 7:45 AM | 19 | 6 | 0 | 0 | 0 | 7 | 20 | 0 | 56 | 1 | 18 | 0 | 0 | 1 | 0 | 0 | 128 |
| 8:00 AM | 19 | 7 | 0 | 0 | 0 | 3 | 19 | 0 | 49 | 1 | 23 | 0 | 0 | 0 | 0 | 0 | 121 |
| 8:15 AM | 26 | 6 | 0 | 0 | 0 | 3 | 17 | 0 | 26 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 99 |
| 8:30 AM | 29 | 7 | 0 | 0 | 0 | 7 | 14 | 0 | 33 | 0 | 29 | 0 | 0 | 3 | 0 | 0 | 122 |
| 8:45 AM | 29 | 2 | 0 | 0 | 0 | 10 | 20 | 0 | 37 | 0 | 29 | 0 | 1 | 0 | 0 | 0 | 128 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 175 | 42 | 0 | 0 | 0 | 69 | 159 | 0 | 334 | 3 | 203 | 0 | 2 | 5 | 0 | 0 | 992 |
| **APPROACH %'s :** | 80.65% | 19.35% | 0.00% | 0.00% | 0.00% | 30.26% | 69.74% | 0.00% | 61.85% | 0.56% | 37.59% | 0.00% | 28.57% | 71.43% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 79 | 23 | 0 | 0 | 0 | 40 | 85 | 0 | 193 | 3 | 97 | 0 | 1 | 2 | 0 | 0 | 523 |
| **PEAK HR FACTOR :** | 0.898 | 0.821 | 0.000 | 0.000 | 0.000 | 0.625 | 0.817 | 0.000 | 0.862 | 0.750 | 0.713 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.896 |
| | 0.944 | | | | 0.781 | | | | 0.939 | | | | 0.750 | | | | |

| NS/EW Streets: | Soboba Rd | | | | Soboba Rd | | | | Lake Park Dr | | | | Lake Park Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 27 | 10 | 1 | 0 | 1 | 6 | 58 | 0 | 24 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 145 |
| 4:15 PM | 20 | 3 | 0 | 0 | 0 | 8 | 81 | 0 | 24 | 0 | 18 | 0 | 0 | 1 | 0 | 0 | 155 |
| 4:30 PM | 15 | 5 | 0 | 0 | 0 | 2 | 76 | 0 | 20 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 141 |
| 4:45 PM | 15 | 6 | 0 | 0 | 0 | 5 | 43 | 0 | 23 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 108 |
| 5:00 PM | 23 | 8 | 0 | 0 | 0 | 4 | 76 | 0 | 22 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 151 |
| 5:15 PM | 17 | 7 | 0 | 0 | 0 | 1 | 62 | 0 | 20 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 126 |
| 5:30 PM | 30 | 10 | 1 | 0 | 0 | 6 | 57 | 0 | 37 | 0 | 17 | 0 | 0 | 1 | 0 | 0 | 159 |
| 5:45 PM | 32 | 6 | 0 | 0 | 0 | 4 | 59 | 0 | 23 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 140 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 179 | 55 | 2 | 0 | 1 | 36 | 512 | 0 | 193 | 1 | 144 | 0 | 0 | 2 | 0 | 0 | 1125 |
| **APPROACH %'s :** | 75.85% | 23.31% | 0.85% | 0.00% | 0.18% | 6.56% | 93.26% | 0.00% | 57.10% | 0.30% | 42.60% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 102 | 31 | 1 | 0 | 0 | 15 | 254 | 0 | 102 | 0 | 70 | 0 | 0 | 1 | 0 | 0 | 576 |
| **PEAK HR FACTOR :** | 0.797 | 0.775 | 0.250 | 0.000 | 0.000 | 0.625 | 0.836 | 0.000 | 0.689 | 0.000 | 0.921 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.906 |
| | 0.817 | | | | 0.841 | | | | 0.796 | | | | 0.250 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Soboba Rd & Lake Park Dr
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-030
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | Soboba Rd | | | | Soboba Rd | | | | Lake Park Dr | | | | Lake Park Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 12 | 3 | 0 | 0 | 0 | 9 | 22 | 0 | 45 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 117 |
| 7:15 AM | 22 | 5 | 0 | 0 | 0 | 14 | 26 | 0 | 44 | 0 | 31 | 0 | 1 | 0 | 0 | 0 | 143 |
| 7:30 AM | 17 | 5 | 0 | 0 | 0 | 14 | 20 | 0 | 44 | 1 | 18 | 0 | 0 | 1 | 0 | 0 | 120 |
| 7:45 AM | 18 | 6 | 0 | 0 | 0 | 7 | 19 | 0 | 55 | 1 | 18 | 0 | 0 | 1 | 0 | 0 | 125 |
| 8:00 AM | 18 | 6 | 0 | 0 | 0 | 3 | 18 | 0 | 49 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 117 |
| 8:15 AM | 22 | 6 | 0 | 0 | 0 | 3 | 17 | 0 | 26 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 95 |
| 8:30 AM | 29 | 7 | 0 | 0 | 0 | 7 | 14 | 0 | 33 | 0 | 29 | 0 | 0 | 3 | 0 | 0 | 122 |
| 8:45 AM | 29 | 2 | 0 | 0 | 0 | 10 | 19 | 0 | 35 | 0 | 26 | 0 | 1 | 0 | 0 | 0 | 122 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 167 | 40 | 0 | 0 | 0 | 67 | 155 | 0 | 331 | 3 | 191 | 0 | 2 | 5 | 0 | 0 | 961 |
| **APPROACH %'s :** | 80.68% | 19.32% | 0.00% | 0.00% | 0.00% | 30.18% | 69.82% | 0.00% | 63.05% | 0.57% | 36.38% | 0.00% | 28.57% | 71.43% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 75 | 22 | 0 | 0 | 0 | 38 | 83 | 0 | 192 | 3 | 89 | 0 | 1 | 2 | 0 | 0 | 505 |
| **PEAK HR FACTOR :** | 0.85 | 0.917 | 0.000 | 0.000 | 0.000 | 0.679 | 0.798 | 0.000 | 0.873 | 0.750 | 0.718 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.883 |
| | 0.898 | | | | 0.756 | | | | 0.947 | | | | 0.750 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 25 | 8 | 1 | 0 | 1 | 6 | 57 | 0 | 24 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 138 |
| 4:15 PM | 20 | 3 | 0 | 0 | 0 | 8 | 79 | 0 | 24 | 0 | 18 | 0 | 0 | 1 | 0 | 0 | 153 |
| 4:30 PM | 15 | 5 | 0 | 0 | 0 | 1 | 75 | 0 | 20 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 139 |
| 4:45 PM | 15 | 6 | 0 | 0 | 0 | 5 | 43 | 0 | 22 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 107 |
| 5:00 PM | 22 | 7 | 0 | 0 | 0 | 4 | 76 | 0 | 22 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 149 |
| 5:15 PM | 17 | 7 | 0 | 0 | 0 | 0 | 62 | 0 | 20 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 125 |
| 5:30 PM | 30 | 10 | 1 | 0 | 0 | 5 | 56 | 0 | 37 | 0 | 17 | 0 | 0 | 1 | 0 | 0 | 157 |
| 5:45 PM | 32 | 6 | 0 | 0 | 0 | 4 | 59 | 0 | 23 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 139 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 176 | 52 | 2 | 0 | 1 | 33 | 507 | 0 | 192 | 1 | 141 | 0 | 0 | 2 | 0 | 0 | 1107 |
| **APPROACH %'s :** | 76.52% | 22.61% | 0.87% | 0.00% | 0.18% | 6.10% | 93.72% | 0.00% | 57.49% | 0.30% | 42.22% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 101 | 30 | 1 | 0 | 0 | 13 | 253 | 0 | 102 | 0 | 69 | 0 | 0 | 1 | 0 | 0 | 570 |
| **PEAK HR FACTOR :** | 0.79 | 0.750 | 0.250 | 0.000 | 0.000 | 0.650 | 0.832 | 0.000 | 0.689 | 0.000 | 0.908 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.908 |
| | 0.805 | | | | 0.831 | | | | 0.792 | | | | 0.250 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Soboba Rd & Lake Park Dr
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-030
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | Soboba Rd | | | | Soboba Rd | | | | Lake Park Dr | | | | Lake Park Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 AM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 AM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 8 | 2 | 0 | 0 | 0 | 2 | 4 | 0 | 3 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 31 |
| **APPROACH %'s :** | 80.00% | 20.00% | 0.00% | 0.00% | 0.00% | 33.33% | 66.67% | 0.00% | 20.00% | 0.00% | 80.00% | 0.00% | | | | | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 4 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 18 |
| **PEAK HR FACTOR :** | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.250 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.563 |
| | 0.625 | | | | 0.500 | | | | 0.563 | | | | | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 3 | 0 | 0 | 0 | 3 | 5 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 18 |
| **APPROACH %'s :** | 50.00% | 50.00% | 0.00% | 0.00% | 0.00% | 37.50% | 62.50% | 0.00% | 25.00% | 0.00% | 75.00% | 0.00% | | | | | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| **PEAK HR FACTOR :** | 0.25 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 |
| | 0.250 | | | | 0.375 | | | | 0.250 | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Soboba Rd & Lake Park Dr
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-030
**Date:** 5/8/2019

**Bikes**

| **NS/EW Streets:** | Soboba Rd | | | | Soboba Rd | | | | Lake Park Dr | | | | Lake Park Dr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Soboba Rd & Lake Park Dr
**City:** San Jacinto
**Project ID:** 19-06063-030
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Soboba Rd | | Soboba Rd | | Lake Park Dr | | Lake Park Dr | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# Soboba Rd & Lake Park Dr

## Peak Hour Turning Movement Count

**ID:** 19-06063-030
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:15 AM - 08:15 AM |
| NOON | NONE |
| PM | 05:00 PM - 06:00 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### Soboba Rd — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 85 | 40 | 0 | 0 | 216 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 254 | 15 | 0 | 0 | 133 | PM |

### Lake Park Dr — EASTBOUND

| AM | NOON | PM | | |
|---|---|---|---|---|
| 166 | 0 | 357 | | |
| 0 | 0 | 0 | 0 | |
| 193 | 0 | 102 | 0.5 | |
| 3 | 0 | 0 | 1.5 | |
| 97 | 0 | 70 | 0 | |
| AM | NOON | PM | | |

### Lake Park Dr — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 1 | 0 | 2 | 1 |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 |
| 1 | 0 | 3 | |
| PM | NOON | AM | |

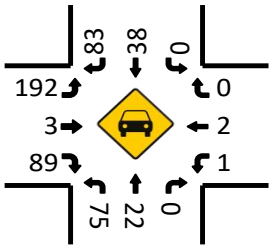
| | 1 | 1 | 1 | 0 |
|---|---|---|---|---|

| | 0 | 1 | 1 | 0 | |
|---|---|---|---|---|---|
| PM | 85 | 0 | 102 | 31 | 1 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 138 | 0 | 79 | 23 | 0 | AM |

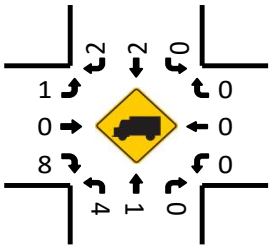
### Soboba Rd — NORTHBOUND

| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 523 AM | 0 NOON | 576 PM |
| PHF | 0.90 | | 0.91 |

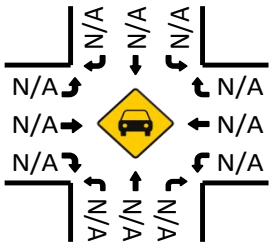
### Cars (AM)



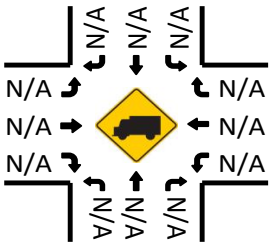

### HT (AM)



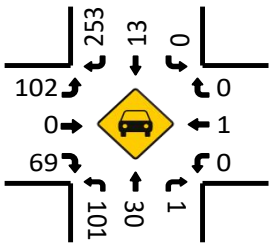

### Cars (NOON)



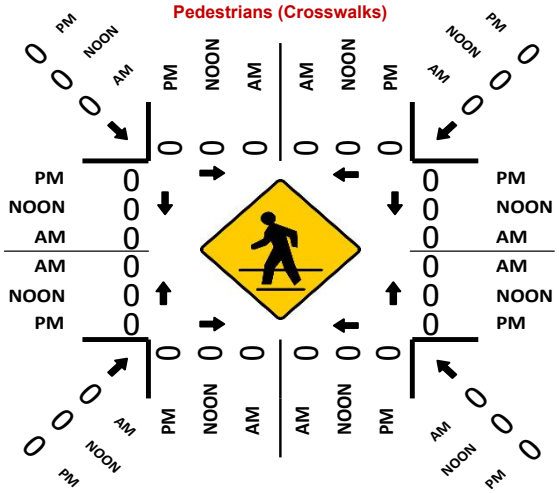

### HT (NOON)



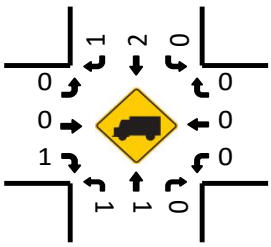

### Cars (PM)




### Pedestrians (Crosswalks)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & Cottonwood Ave
**City:** San Jacinto
**Control:** 1-Way Stop(NB)

**Project ID:** 19-06063-031
**Date:** 5/7/2019

**Total**

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 13 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 3 | 0 | 10 | 59 | 0 | 0 | 183 |
| 7:15 AM | 3 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 5 | 0 | 21 | 62 | 0 | 0 | 168 |
| 7:30 AM | 8 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 6 | 0 | 22 | 45 | 0 | 0 | 165 |
| 7:45 AM | 5 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 5 | 0 | 17 | 57 | 0 | 1 | 157 |
| 8:00 AM | 6 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 8 | 0 | 12 | 29 | 0 | 3 | 121 |
| 8:15 AM | 24 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 10 | 0 | 13 | 27 | 0 | 5 | 160 |
| 8:30 AM | 19 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 8 | 0 | 24 | 48 | 0 | 11 | 207 |
| 8:45 AM | 11 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 2 | 0 | 6 | 30 | 0 | 0 | 109 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 89 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 453 | 47 | 0 | 125 | 357 | 0 | 20 | 1270 |
| **APPROACH %'s :** | 33.21% | 0.00% | 66.79% | 0.00% | | | | | 0.00% | 90.60% | 9.40% | 0.00% | 24.90% | 71.12% | 0.00% | 3.98% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 29 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 247 | 19 | 0 | 70 | 223 | 0 | 1 | 673 |
| **PEAK HR FACTOR :** | 0.558 | 0.000 | 0.840 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.846 | 0.792 | 0.000 | 0.795 | 0.899 | 0.000 | 0.250 | 0.919 |
| | 0.743 | | | | | | | | 0.875 | | | | 0.886 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 8 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 9 | 0 | 14 | 32 | 0 | 0 | 140 |
| 4:15 PM | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 6 | 0 | 11 | 53 | 0 | 0 | 140 |
| 4:30 PM | 5 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 11 | 0 | 11 | 34 | 0 | 0 | 128 |
| 4:45 PM | 6 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 65 | 13 | 0 | 20 | 38 | 0 | 0 | 159 |
| 5:00 PM | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 13 | 0 | 15 | 48 | 0 | 0 | 157 |
| 5:15 PM | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 8 | 0 | 16 | 36 | 0 | 0 | 126 |
| 5:30 PM | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 6 | 0 | 29 | 32 | 0 | 0 | 132 |
| 5:45 PM | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 8 | 0 | 14 | 49 | 0 | 0 | 156 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 30 | 0 | 99 | 1 | 0 | 0 | 0 | 0 | 0 | 482 | 74 | 0 | 130 | 322 | 0 | 0 | 1138 |
| **APPROACH %'s :** | 23.08% | 0.00% | 76.15% | 0.77% | | | | | 0.00% | 86.69% | 13.31% | 0.00% | 28.76% | 71.24% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 14 | 0 | 53 | 1 | 0 | 0 | 0 | 0 | 0 | 243 | 43 | 0 | 57 | 173 | 0 | 0 | 584 |
| **PEAK HR FACTOR :** | 0.583 | 0.000 | 0.828 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.893 | 0.827 | 0.000 | 0.713 | 0.816 | 0.000 | 0.000 | 0.918 |
| | 0.739 | | | | | | | | 0.883 | | | | 0.898 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & Cottonwood Ave
**City:** San Jacinto
**Control:** 1-Way Stop(NB)

**Project ID:** 19-06063-031
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 13 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 1 | 0 | 10 | 56 | 0 | 0 | 177 |
| 7:15 AM | 3 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 5 | 0 | 21 | 59 | 0 | 0 | 163 |
| 7:30 AM | 6 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 6 | 0 | 22 | 39 | 0 | 0 | 157 |
| 7:45 AM | 4 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 5 | 0 | 17 | 57 | 0 | 1 | 154 |
| 8:00 AM | 6 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 8 | 0 | 12 | 28 | 0 | 3 | 119 |
| 8:15 AM | 24 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 8 | 0 | 13 | 26 | 0 | 5 | 157 |
| 8:30 AM | 19 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 8 | 0 | 24 | 48 | 0 | 11 | 206 |
| 8:45 AM | 11 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 2 | 0 | 6 | 29 | 0 | 0 | 105 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 86 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 0 | 446 | 43 | 0 | 125 | 342 | 0 | 20 | 1238 |
| **APPROACH %'s :** | 32.82% | 0.00% | 67.18% | 0.00% | | | | | 0.00% | 91.21% | 8.79% | 0.00% | 25.67% | 70.23% | 0.00% | 4.11% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 26 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 243 | 17 | 0 | 70 | 211 | 0 | 1 | 651 |
| **PEAK HR FACTOR :** | 0.50 | 0.000 | 0.830 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.844 | 0.708 | 0.000 | 0.795 | 0.894 | 0.000 | 0.250 | 0.919 |
| | 0.717 | | | | | | | | 0.890 | | | | 0.881 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 8 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 9 | 0 | 13 | 31 | 0 | 0 | 134 |
| 4:15 PM | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 6 | 0 | 11 | 50 | 0 | 0 | 135 |
| 4:30 PM | 5 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 11 | 0 | 11 | 34 | 0 | 0 | 128 |
| 4:45 PM | 6 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 64 | 12 | 0 | 20 | 37 | 0 | 0 | 156 |
| 5:00 PM | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 13 | 0 | 14 | 48 | 0 | 0 | 156 |
| 5:15 PM | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 7 | 0 | 16 | 36 | 0 | 0 | 125 |
| 5:30 PM | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 6 | 0 | 29 | 31 | 0 | 0 | 130 |
| 5:45 PM | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 8 | 0 | 14 | 49 | 0 | 0 | 156 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 30 | 0 | 98 | 1 | 0 | 0 | 0 | 0 | 0 | 475 | 72 | 0 | 128 | 316 | 0 | 0 | 1120 |
| **APPROACH %'s :** | 23.26% | 0.00% | 75.97% | 0.78% | | | | | 0.00% | 86.84% | 13.16% | 0.00% | 28.83% | 71.17% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 14 | 0 | 52 | 1 | 0 | 0 | 0 | 0 | 0 | 241 | 42 | 0 | 56 | 169 | 0 | 0 | 575 |
| **PEAK HR FACTOR :** | 0.58 | 0.000 | 0.813 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.886 | 0.808 | 0.000 | 0.700 | 0.845 | 0.000 | 0.000 | 0.921 |
| | 0.728 | | | | | | | | 0.873 | | | | 0.907 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & Cottonwood Ave
**City:** San Jacinto
**Control:** 1-Way Stop(NB)

**Project ID:** 19-06063-031
**Date:** 5/7/2019

**HT**

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 6 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| 7:30 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 8 |
| 7:45 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 3 |
| 8:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 0 | 15 | 0 | 0 | 32 |
| **APPROACH %'s :** | 50.00% | 0.00% | 50.00% | 0.00% | | | | | 0.00% | 63.64% | 36.36% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 12 | 0 | 0 | 22 |
| **PEAK HR FACTOR :** | 0.375 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.688 |
| | 0.500 | | | | | | | | 0.500 | | | | 0.500 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 6 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 | 0 | 0 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 2 | 6 | 0 | 0 | 18 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 0.00% | | | | | 0.00% | 77.78% | 22.22% | 0.00% | 25.00% | 75.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 4 | 0 | 0 | 9 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.250 | 0.333 | 0.000 | 0.000 | 0.450 |
| | 0.250 | | | | | | | | 0.375 | | | | 0.417 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & Cottonwood Ave
**City:** San Jacinto
**Control:** 1-Way Stop(NB)

**Project ID:** 19-06063-031
**Date:** 5/7/2019

**Bikes**

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | Cottonwood Ave | | | | Cottonwood Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | 0.250 | | | | | | | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & Cottonwood Ave
**City:** San Jacinto
**Project ID:** 19-06063-031
**Date:** 5/7/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Cawston Ave N | | Cawston Ave N | | Cottonwood Ave | | Cottonwood Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 AM | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 |
| 8:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 4 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 16 |
| **APPROACH %'s :** | | | 75.00% | 25.00% | | | | | |
| **PEAK HR :** | **07:00 AM - 08:00 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | | | 0.250 | 0.250 | | | | | 0.250 |
| | | | 0.250 | | | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 5 |
| **APPROACH %'s :** | | | 60.00% | 40.00% | | | | | |
| **PEAK HR :** | **04:15 PM - 05:15 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 4 |
| **PEAK HR FACTOR :** | | | 0.250 | 0.250 | | | | | 0.500 |
| | | | 0.500 | | | | | | |

Prepared by National Data & Surveying Services

# Cawston Ave N & Cottonwood Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-031
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

| PEAK HOURS | COUNT PERIODS |
|---|---|
| 07:00 AM - 08:00 AM | 07:00 AM - 09:00 AM |
| NONE | NONE |
| 04:15 PM - 05:15 PM | 04:00 PM - 06:00 PM |

### Cawston Ave N — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 0 | 0 | 0 | 0 | 0 | PM |

### Cottonwood Ave — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 252 | 0 | 187 | |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 247 | 0 | 243 | 2 |
| 19 | 0 | 43 | 0 |
| AM | NOON | PM | |

### CONTROL

1-Way Stop(NB)

| | | | |
|---|---|---|---|
| TEV | 673 | 0 | 584 |
| | AM | NOON | PM |
| PHF | 0.92 | | 0.92 |

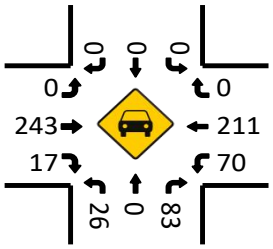
### Cottonwood Ave — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 173 | 0 | 223 | 1 |
| 57 | 0 | 70 | 1 |
| 0 | 0 | 1 | 0 |
| 296 | 0 | 332 | |
| PM | NOON | AM | |

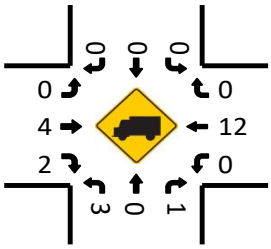
### Cawston Ave N — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 101 | 1 | 14 | 0 | 53 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 89 | 0 | 29 | 0 | 84 | AM |

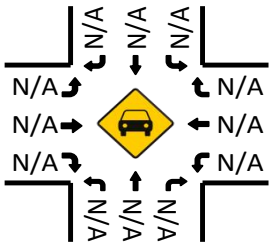
### Cars (AM)



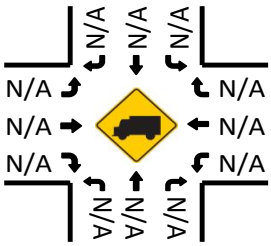

### HT (AM)



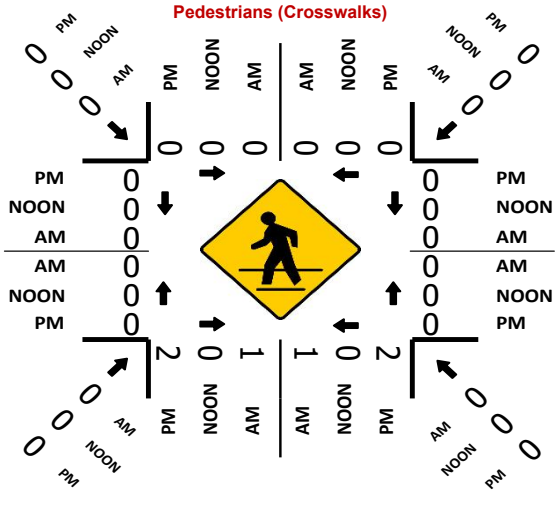

### Cars (NOON)



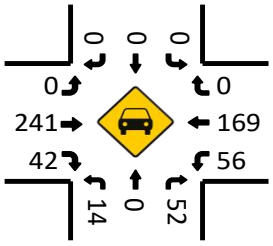

### HT (NOON)



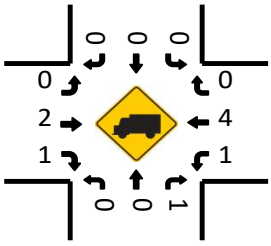

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & W Esplanade Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-032
**Date:** 5/7/2019

**Total**

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 14 | 21 | 16 | 0 | 1 | 19 | 13 | 0 | 6 | 29 | 25 | 0 | 18 | 46 | 3 | 0 | 211 |
| 7:15 AM | 16 | 22 | 24 | 0 | 1 | 26 | 22 | 0 | 12 | 33 | 42 | 0 | 40 | 43 | 2 | 0 | 283 |
| 7:30 AM | 19 | 30 | 31 | 0 | 4 | 48 | 4 | 0 | 6 | 34 | 45 | 0 | 48 | 29 | 2 | 0 | 300 |
| 7:45 AM | 10 | 19 | 24 | 0 | 0 | 51 | 11 | 0 | 17 | 40 | 49 | 0 | 71 | 31 | 3 | 0 | 326 |
| 8:00 AM | 16 | 26 | 30 | 0 | 2 | 26 | 8 | 0 | 13 | 24 | 23 | 0 | 22 | 35 | 5 | 0 | 230 |
| 8:15 AM | 8 | 15 | 23 | 0 | 10 | 36 | 11 | 0 | 12 | 29 | 10 | 0 | 34 | 40 | 11 | 0 | 239 |
| 8:30 AM | 2 | 29 | 18 | 0 | 5 | 37 | 16 | 0 | 5 | 28 | 16 | 0 | 40 | 37 | 8 | 0 | 241 |
| 8:45 AM | 11 | 19 | 22 | 0 | 15 | 39 | 7 | 0 | 4 | 35 | 17 | 0 | 33 | 48 | 4 | 0 | 254 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 96 | 181 | 188 | 0 | 38 | 282 | 92 | 0 | 75 | 252 | 227 | 0 | 306 | 309 | 38 | 0 | 2084 |
| **APPROACH %'s :** | 20.65% | 38.92% | 40.43% | 0.00% | 9.22% | 68.45% | 22.33% | 0.00% | 13.54% | 45.49% | 40.97% | 0.00% | 46.86% | 47.32% | 5.82% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 61 | 97 | 109 | 0 | 7 | 151 | 45 | 0 | 48 | 131 | 159 | 0 | 181 | 138 | 12 | 0 | 1139 |
| **PEAK HR FACTOR :** | 0.803 | 0.808 | 0.879 | 0.000 | 0.438 | 0.740 | 0.511 | 0.000 | 0.706 | 0.819 | 0.811 | 0.000 | 0.637 | 0.802 | 0.600 | 0.000 | 0.873 |
| | 0.834 | | | | 0.819 | | | | 0.797 | | | | 0.788 | | | | |

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 13 | 34 | 34 | 0 | 2 | 31 | 13 | 0 | 12 | 49 | 15 | 0 | 23 | 37 | 5 | 0 | 268 |
| 4:15 PM | 7 | 20 | 21 | 0 | 2 | 29 | 14 | 0 | 14 | 48 | 10 | 0 | 11 | 42 | 4 | 0 | 222 |
| 4:30 PM | 16 | 28 | 13 | 0 | 3 | 30 | 7 | 0 | 11 | 43 | 11 | 0 | 17 | 38 | 4 | 0 | 221 |
| 4:45 PM | 9 | 23 | 14 | 0 | 7 | 27 | 7 | 0 | 7 | 44 | 11 | 0 | 18 | 30 | 2 | 0 | 199 |
| 5:00 PM | 13 | 24 | 15 | 0 | 1 | 38 | 13 | 0 | 13 | 51 | 19 | 0 | 29 | 35 | 11 | 0 | 262 |
| 5:15 PM | 15 | 23 | 14 | 0 | 2 | 33 | 10 | 0 | 7 | 41 | 14 | 0 | 27 | 34 | 12 | 0 | 232 |
| 5:30 PM | 14 | 25 | 13 | 0 | 3 | 30 | 9 | 0 | 10 | 40 | 12 | 0 | 25 | 30 | 11 | 0 | 222 |
| 5:45 PM | 12 | 22 | 11 | 0 | 2 | 36 | 5 | 0 | 7 | 35 | 10 | 0 | 22 | 28 | 7 | 0 | 197 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 99 | 199 | 135 | 0 | 22 | 254 | 78 | 0 | 81 | 351 | 102 | 0 | 172 | 274 | 56 | 0 | 1823 |
| **APPROACH %'s :** | 22.86% | 45.96% | 31.18% | 0.00% | 6.21% | 71.75% | 22.03% | 0.00% | 15.17% | 65.73% | 19.10% | 0.00% | 34.26% | 54.58% | 11.16% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 51 | 95 | 56 | 0 | 13 | 128 | 39 | 0 | 37 | 176 | 56 | 0 | 99 | 129 | 36 | 0 | 915 |
| **PEAK HR FACTOR :** | 0.850 | 0.950 | 0.933 | 0.000 | 0.464 | 0.842 | 0.750 | 0.000 | 0.712 | 0.863 | 0.737 | 0.000 | 0.853 | 0.921 | 0.750 | 0.000 | 0.873 |
| | 0.971 | | | | 0.865 | | | | 0.810 | | | | 0.880 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & W Esplanade Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-032
**Date:** 5/7/2019

## Cars

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 14 | 21 | 16 | 0 | 1 | 19 | 13 | 0 | 6 | 29 | 25 | 0 | 18 | 45 | 3 | 0 | 210 |
| 7:15 AM | 16 | 22 | 24 | 0 | 1 | 26 | 22 | 0 | 12 | 33 | 41 | 0 | 40 | 43 | 2 | 0 | 282 |
| 7:30 AM | 19 | 28 | 31 | 0 | 4 | 48 | 4 | 0 | 6 | 33 | 44 | 0 | 48 | 29 | 2 | 0 | 296 |
| 7:45 AM | 10 | 18 | 23 | 0 | 0 | 51 | 11 | 0 | 17 | 40 | 49 | 0 | 71 | 31 | 3 | 0 | 324 |
| 8:00 AM | 15 | 26 | 30 | 0 | 2 | 26 | 8 | 0 | 13 | 23 | 23 | 0 | 22 | 34 | 4 | 0 | 226 |
| 8:15 AM | 8 | 15 | 23 | 0 | 10 | 35 | 10 | 0 | 10 | 27 | 9 | 0 | 34 | 37 | 11 | 0 | 229 |
| 8:30 AM | 2 | 28 | 18 | 0 | 5 | 37 | 16 | 0 | 5 | 25 | 16 | 0 | 40 | 36 | 8 | 0 | 236 |
| 8:45 AM | 11 | 19 | 22 | 0 | 15 | 39 | 7 | 0 | 4 | 35 | 17 | 0 | 33 | 48 | 4 | 0 | 254 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 95 | 177 | 187 | 0 | 38 | 281 | 91 | 0 | 73 | 245 | 224 | 0 | 306 | 303 | 37 | 0 | 2057 |
| **APPROACH %'s :** | 20.70% | 38.56% | 40.74% | 0.00% | 9.27% | 68.54% | 22.20% | 0.00% | 13.47% | 45.20% | 41.33% | 0.00% | 47.37% | 46.90% | 5.73% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 60 | 94 | 108 | 0 | 7 | 151 | 45 | 0 | 48 | 129 | 157 | 0 | 181 | 137 | 11 | 0 | 1128 |
| **PEAK HR FACTOR :** | 0.79 | 0.839 | 0.871 | 0.000 | 0.438 | 0.740 | 0.511 | 0.000 | 0.706 | 0.806 | 0.801 | 0.000 | 0.637 | 0.797 | 0.688 | 0.000 | 0.870 |
| | 0.840 | | | | 0.819 | | | | 0.788 | | | | 0.783 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 13 | 33 | 34 | 0 | 2 | 30 | 13 | 0 | 12 | 49 | 14 | 0 | 23 | 36 | 5 | 0 | 264 |
| 4:15 PM | 7 | 19 | 21 | 0 | 2 | 29 | 14 | 0 | 14 | 48 | 10 | 0 | 11 | 41 | 4 | 0 | 220 |
| 4:30 PM | 16 | 28 | 13 | 0 | 3 | 30 | 7 | 0 | 11 | 43 | 9 | 0 | 16 | 38 | 4 | 0 | 218 |
| 4:45 PM | 8 | 23 | 14 | 0 | 7 | 27 | 6 | 0 | 7 | 44 | 11 | 0 | 18 | 28 | 2 | 0 | 195 |
| 5:00 PM | 13 | 24 | 15 | 0 | 1 | 36 | 12 | 0 | 13 | 50 | 19 | 0 | 29 | 35 | 11 | 0 | 258 |
| 5:15 PM | 15 | 23 | 14 | 0 | 2 | 33 | 10 | 0 | 7 | 41 | 13 | 0 | 27 | 34 | 12 | 0 | 231 |
| 5:30 PM | 14 | 24 | 13 | 0 | 3 | 30 | 9 | 0 | 10 | 40 | 11 | 0 | 25 | 30 | 11 | 0 | 220 |
| 5:45 PM | 12 | 22 | 11 | 0 | 2 | 35 | 5 | 0 | 7 | 35 | 10 | 0 | 22 | 27 | 7 | 0 | 195 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 98 | 196 | 135 | 0 | 22 | 250 | 76 | 0 | 81 | 350 | 97 | 0 | 171 | 269 | 56 | 0 | 1801 |
| **APPROACH %'s :** | 22.84% | 45.69% | 31.47% | 0.00% | 6.32% | 71.84% | 21.84% | 0.00% | 15.34% | 66.29% | 18.37% | 0.00% | 34.48% | 54.23% | 11.29% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 50 | 94 | 56 | 0 | 13 | 126 | 37 | 0 | 37 | 175 | 54 | 0 | 99 | 127 | 36 | 0 | 904 |
| **PEAK HR FACTOR :** | 0.83 | 0.979 | 0.933 | 0.000 | 0.464 | 0.875 | 0.771 | 0.000 | 0.712 | 0.875 | 0.711 | 0.000 | 0.853 | 0.907 | 0.750 | 0.000 | 0.876 |
| | 0.962 | | | | 0.898 | | | | 0.811 | | | | 0.873 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & W Esplanade Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-032
**Date:** 5/7/2019

**HT**

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 4 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 10 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 4 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 7 | 3 | 0 | 0 | 6 | 1 | 0 | 27 |
| **APPROACH %'s :** | 16.67% | 66.67% | 16.67% | 0.00% | 0.00% | 50.00% | 50.00% | 0.00% | 16.67% | 58.33% | 25.00% | 0.00% | 0.00% | 85.71% | 14.29% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 11 |
| **PEAK HR FACTOR :** | 0.250 | 0.375 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.688 |
| | 0.625 | | | | | | | | 0.500 | | | | 0.250 | | | | |

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 |
| 4:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 3 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 1 | 5 | 0 | 1 | 5 | 0 | 0 | 22 |
| **APPROACH %'s :** | 25.00% | 75.00% | 0.00% | 0.00% | 0.00% | 66.67% | 33.33% | 0.00% | 0.00% | 16.67% | 83.33% | 0.00% | 16.67% | 83.33% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 11 |
| **PEAK HR FACTOR :** | 0.25 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.688 |
| | 0.500 | | | | 0.333 | | | | 0.750 | | | | 0.250 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & W Esplanade Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-032
**Date:** 5/7/2019

**Bikes**

| NS/EW Streets: | Cawston Ave N | | | | Cawston Ave N | | | | W Esplanade Ave | | | | W Esplanade Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 2 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| **APPROACH %'s :** | | | | | | | | | | | | | 100.00% | 0.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | | | | | | | | 0.250 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 2 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| **APPROACH %'s :** | 0.00% | 66.67% | 33.33% | 0.00% | 25.00% | 75.00% | 0.00% | 0.00% | | | | | 100.00% | 0.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| **PEAK HR FACTOR :** | 0.00 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.417 |
| | | 0.250 | | | | 0.250 | | | | | | | | 0.250 | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Cawston Ave N & W Esplanade Ave **Project ID:** 19-06063-032
**City:** San Jacinto **Date:** 5/7/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Cawston Ave N | | Cawston Ave N | | W Esplanade Ave | | W Esplanade Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 5 |
| 8:00 AM | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 5 |
| 8:15 AM | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| 8:30 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 8:45 AM | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 3 | 7 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 4 | 1 | 4 | 2 | 4 | 0 | 10 | 25 |
| **APPROACH %'s :** | 0.00% | 100.00% | 20.00% | 80.00% | 33.33% | 66.67% | 0.00% | 100.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 5 | 11 |
| **PEAK HR FACTOR :** | | 0.250 | 0.250 | 0.250 | | 0.250 | | 0.313 | 0.550 |
| | 0.250 | | 0.250 | | 0.250 | | 0.313 | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 6 |
| 4:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 7 | 1 | 0 | 0 | 0 | 0 | 10 | 4 | 22 |
| **APPROACH %'s :** | 87.50% | 12.50% | | | | | 71.43% | 28.57% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 6 |
| **PEAK HR FACTOR :** | 0.250 | | | | | | 0.750 | 0.250 | 0.500 |
| | 0.250 | | | | | | 0.417 | | |

Prepared by National Data & Surveying Services

# Cawston Ave N & W Esplanade Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-032
**City:** San Jacinto

**Day:** Tuesday
**Date:** 05/07/2019

**PEAK HOURS**

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### Cawston Ave N — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 45 | 151 | 7 | 0 | 157 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 39 | 128 | 13 | 0 | 168 | PM |

### W Esplanade Ave — EASTBOUND

| AM | NOON | PM | | |
|---|---|---|---|---|
| 244 | 0 | 219 | ⇦ | |
| 0 | 0 | 0 | ↶ | 0 |
| 48 | 0 | 37 | ↱ | 0 |
| 131 | 0 | 176 | → | 1 |
| 159 | 0 | 56 | ↷ | 0 |
| AM | NOON | PM | | |

### W Esplanade Ave — WESTBOUND

| PM | NOON | AM | | |
|---|---|---|---|---|
| 36 | 0 | 12 | ↶ | 0 |
| 129 | 0 | 138 | ← | 1 |
| 99 | 0 | 181 | ↷ | 0 |
| 0 | 0 | 0 | ↱ | 0 |
| 245 | 0 | 247 | ⇨ | |
| PM | NOON | AM | | |

**CONTROL:** 4-Way Stop

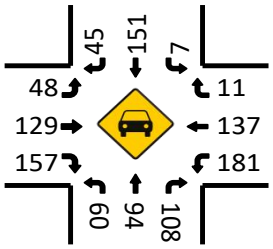
| | | | |
|---|---|---|---|
| TEV | 1139 | 0 | 915 |
| | AM | NOON | PM |
| PHF | 0.87 | | 0.87 |

### Cawston Ave N — NORTHBOUND

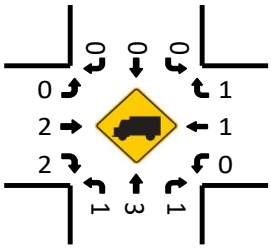
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 283 | 0 | 51 | 95 | 56 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 491 | 0 | 61 | 97 | 109 | AM |

Turning movements at the intersection: 0 1 0 0 | 0 1 1 1

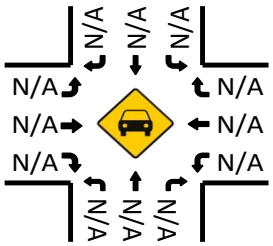
### Cars (AM)



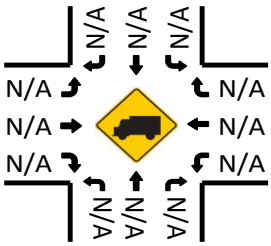

### HT (AM)



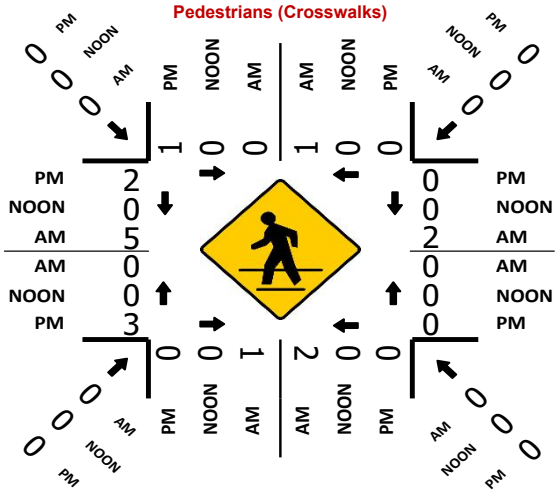

### Cars (NOON)




### HT (NOON)




### Pedestrians (Crosswalks)


PM
NOON
AM
1
0
0
PM
2
0
5
AM
AM
0
0
NOON
NOON
3
PM
0
0
1
2
0
0
0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & N Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-033
**Date:** 5/8/2019

## Total

| NS/EW Streets: | N Sanderson Ave | | | | N Sanderson Ave | | | | N Ramona Blvd | | | | N Ramona Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 323 | 4 | 0 | 15 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 43 | 0 | 523 |
| 7:15 AM | 0 | 256 | 9 | 0 | 23 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 45 | 0 | 489 |
| 7:30 AM | 0 | 191 | 10 | 0 | 22 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 36 | 0 | 424 |
| 7:45 AM | 0 | 214 | 3 | 0 | 24 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 25 | 0 | 424 |
| 8:00 AM | 0 | 209 | 7 | 0 | 23 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 33 | 0 | 410 |
| 8:15 AM | 0 | 207 | 7 | 0 | 19 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 30 | 0 | 426 |
| 8:30 AM | 0 | 192 | 11 | 0 | 15 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 32 | 0 | 397 |
| 8:45 AM | 0 | 187 | 6 | 0 | 22 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 34 | 0 | 369 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1779 | 57 | 0 | 163 | 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 278 | 0 | 3462 |
| **APPROACH %'s :** | 0.00% | 96.90% | 3.10% | 0.00% | 12.91% | 87.09% | 0.00% | 0.00% | | | | | 23.42% | 0.00% | 76.58% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 984 | 26 | 0 | 84 | 578 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 149 | 0 | 1860 |
| **PEAK HR FACTOR :** | 0.000 | 0.762 | 0.650 | 0.000 | 0.875 | 0.920 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.828 | 0.000 | 0.889 |
| | | 0.772 | | | | 0.925 | | | | | | | | 0.839 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 168 | 13 | 0 | 61 | 267 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 33 | 0 | 549 |
| 4:15 PM | 0 | 145 | 9 | 0 | 62 | 261 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 29 | 0 | 512 |
| 4:30 PM | 0 | 146 | 10 | 0 | 48 | 293 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 24 | 0 | 528 |
| 4:45 PM | 0 | 145 | 8 | 0 | 56 | 286 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 28 | 0 | 529 |
| 5:00 PM | 0 | 150 | 15 | 0 | 52 | 275 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 37 | 0 | 538 |
| 5:15 PM | 0 | 175 | 11 | 0 | 49 | 252 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 34 | 0 | 528 |
| 5:30 PM | 0 | 150 | 10 | 0 | 55 | 301 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 24 | 0 | 544 |
| 5:45 PM | 0 | 131 | 15 | 0 | 39 | 275 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 26 | 0 | 492 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1210 | 91 | 0 | 422 | 2210 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 235 | 0 | 4220 |
| **APPROACH %'s :** | 0.00% | 93.01% | 6.99% | 0.00% | 16.03% | 83.97% | 0.00% | 0.00% | | | | | 18.12% | 0.00% | 81.88% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 620 | 44 | 0 | 212 | 1114 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 123 | 0 | 2139 |
| **PEAK HR FACTOR :** | 0.000 | 0.886 | 0.733 | 0.000 | 0.946 | 0.925 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.722 | 0.000 | 0.831 | 0.000 | 0.983 |
| | | 0.892 | | | | 0.931 | | | | | | | | 0.810 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & N Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-033
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N Sanderson Ave | | | | N Sanderson Ave | | | | N Ramona Blvd | | | | N Ramona Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 322 | 4 | 0 | 14 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 41 | 0 | 512 |
| 7:15 AM | 0 | 254 | 9 | 0 | 23 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 44 | 0 | 480 |
| 7:30 AM | 0 | 185 | 10 | 0 | 22 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 36 | 0 | 412 |
| 7:45 AM | 0 | 211 | 3 | 0 | 23 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 22 | 0 | 412 |
| 8:00 AM | 0 | 207 | 7 | 0 | 22 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 32 | 0 | 402 |
| 8:15 AM | 0 | 199 | 7 | 0 | 19 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 29 | 0 | 411 |
| 8:30 AM | 0 | 188 | 10 | 0 | 15 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 32 | 0 | 388 |
| 8:45 AM | 0 | 182 | 6 | 0 | 21 | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 33 | 0 | 356 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1748 | 56 | 0 | 159 | 1056 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 269 | 0 | 3373 |
| **APPROACH %'s :** | 0.00% | 96.90% | 3.10% | 0.00% | 13.09% | 86.91% | 0.00% | 0.00% | | | | | 24.01% | 0.00% | 75.99% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 972 | 26 | 0 | 82 | 554 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 143 | 0 | 1816 |
| **PEAK HR FACTOR :** | 0.00 | 0.755 | 0.650 | 0.000 | 0.891 | 0.917 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.813 | 0.000 | 0.887 |
| | | 0.765 | | | | 0.919 | | | | | | | | 0.827 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 165 | 13 | 0 | 61 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 32 | 0 | 538 |
| 4:15 PM | 0 | 142 | 9 | 0 | 61 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 29 | 0 | 507 |
| 4:30 PM | 0 | 145 | 10 | 0 | 48 | 289 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 24 | 0 | 523 |
| 4:45 PM | 0 | 143 | 8 | 0 | 53 | 284 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 28 | 0 | 522 |
| 5:00 PM | 0 | 147 | 15 | 0 | 52 | 274 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 37 | 0 | 534 |
| 5:15 PM | 0 | 170 | 11 | 0 | 47 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 33 | 0 | 517 |
| 5:30 PM | 0 | 148 | 10 | 0 | 54 | 299 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 24 | 0 | 539 |
| 5:45 PM | 0 | 129 | 15 | 0 | 38 | 273 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 26 | 0 | 487 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1189 | 91 | 0 | 414 | 2188 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 233 | 0 | 4167 |
| **APPROACH %'s :** | 0.00% | 92.89% | 7.11% | 0.00% | 15.91% | 84.09% | 0.00% | 0.00% | | | | | 18.25% | 0.00% | 81.75% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 608 | 44 | 0 | 206 | 1106 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 122 | 0 | 2112 |
| **PEAK HR FACTOR :** | 0.00 | 0.894 | 0.733 | 0.000 | 0.954 | 0.925 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.722 | 0.000 | 0.824 | 0.000 | 0.980 |
| | | 0.901 | | | | 0.929 | | | | | | | | 0.804 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & N Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-033
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | N Sanderson Ave | | | | N Sanderson Ave | | | | N Ramona Blvd | | | | N Ramona Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 11 |
| 7:15 AM | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 |
| 7:30 AM | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:45 AM | 0 | 3 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 12 |
| 8:00 AM | 0 | 2 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |
| 8:15 AM | 0 | 8 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 15 |
| 8:30 AM | 0 | 4 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 AM | 0 | 5 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 13 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 31 | 1 | 0 | 4 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 89 |
| **APPROACH %'s :** | 0.00% | 96.88% | 3.13% | 0.00% | 8.33% | 91.67% | 0.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 12 | 0 | 0 | 2 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 44 |
| **PEAK HR FACTOR :** | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.857 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.917 |
| | | 0.500 | | | | 0.813 | | | | | | | | 0.500 | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 |
| 4:15 PM | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:45 PM | 0 | 2 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 PM | 0 | 5 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 |
| 5:30 PM | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 PM | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 21 | 0 | 0 | 8 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 53 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 26.67% | 73.33% | 0.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 12 | 0 | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 27 |
| **PEAK HR FACTOR :** | 0.00 | 0.600 | 0.000 | 0.000 | 0.500 | 0.667 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.614 |
| | | 0.600 | | | | 0.700 | | | | | | | | 0.250 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & N Ramona Blvd
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-033
**Date:** 5/8/2019

## Bikes

| NS/EW Streets: | N Sanderson Ave | | | | N Sanderson Ave | | | | N Ramona Blvd | | | | N Ramona Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Sanderson Ave & N Ramona Blvd **Project ID:** 19-06063-033
**City:** San Jacinto **Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | N Sanderson Ave | | N Sanderson Ave | | N Ramona Blvd | | N Ramona Blvd | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | 100.00% | 0.00% | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | 0.250 | | | | | | | | 0.250 |
| | 0.250 | | | | | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

Prepared by National Data & Surveying Services

# N Sanderson Ave & N Ramona Blvd

## Peak Hour Turning Movement Count

**ID:** 19-06063-033
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:45 PM - 05:45 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### N Sanderson Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 0 | 578 | 84 | 0 | 1133 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 0 | 1114 | 212 | 0 | 743 | PM |

### N Ramona Blvd — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| AM | NOON | PM | |

### N Ramona Blvd — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 123 | 0 | 149 | 1 |
| 0 | 0 | 0 | 0 |
| 26 | 0 | 39 | 1 |
| 0 | 0 | 0 | 0 |
| 256 | 0 | 110 | |
| PM | NOON | AM | |

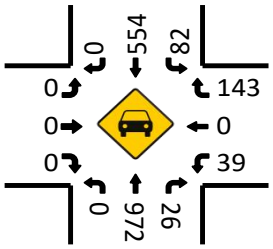
**CONTROL:** Signalized

| | | | |
|---|---|---|---|
| TEV | 1860 AM | 0 NOON | 2139 PM |
| PHF | 0.89 | | 0.98 |

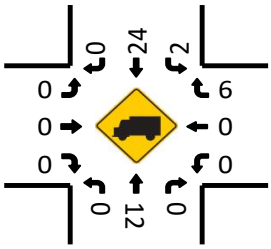
### N Sanderson Ave — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 1140 | 0 | 0 | 620 | 44 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 617 | 0 | 0 | 984 | 26 | AM |

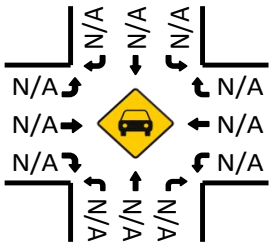
Cars (AM)



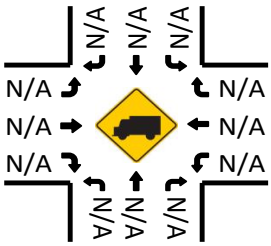

HT (AM)



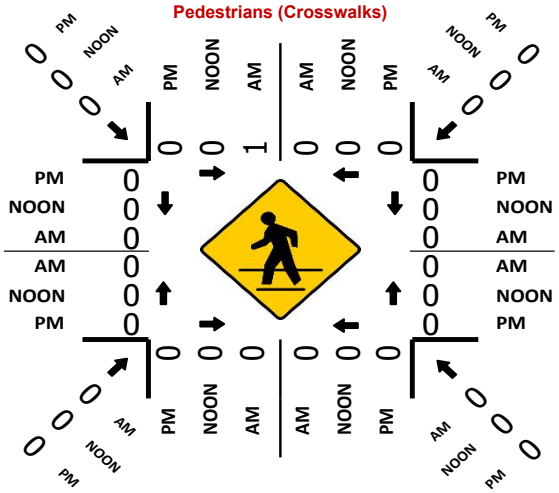

Cars (NOON)



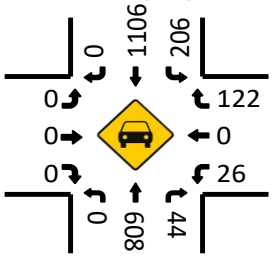

HT (NOON)



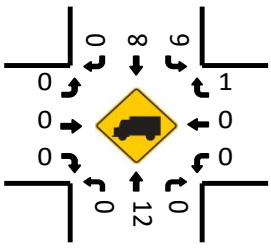

Pedestrians (Crosswalks)




Cars (PM)




HT (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Ramona Blvd & N Lyon Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-034
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | N Ramona Blvd | | | | N Ramona Blvd | | | | N Lyon Ave | | | | N Lyon Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 3 | 37 | 9 | 0 | 13 | 27 | 9 | 0 | 8 | 52 | 2 | 0 | 2 | 17 | 4 | 0 | 183 |
| 7:15 AM | 6 | 31 | 10 | 0 | 8 | 39 | 12 | 0 | 3 | 51 | 3 | 0 | 0 | 22 | 3 | 1 | 189 |
| 7:30 AM | 6 | 37 | 5 | 0 | 5 | 40 | 7 | 0 | 17 | 41 | 7 | 0 | 5 | 27 | 8 | 0 | 205 |
| 7:45 AM | 6 | 29 | 6 | 0 | 4 | 24 | 12 | 0 | 9 | 39 | 4 | 0 | 4 | 21 | 3 | 0 | 161 |
| 8:00 AM | 14 | 32 | 10 | 0 | 5 | 20 | 18 | 0 | 9 | 39 | 1 | 0 | 2 | 24 | 2 | 0 | 176 |
| 8:15 AM | 6 | 37 | 8 | 0 | 5 | 23 | 18 | 0 | 7 | 37 | 3 | 0 | 8 | 29 | 1 | 0 | 182 |
| 8:30 AM | 8 | 40 | 2 | 0 | 0 | 13 | 25 | 0 | 10 | 42 | 4 | 0 | 2 | 18 | 4 | 0 | 168 |
| 8:45 AM | 6 | 38 | 5 | 0 | 2 | 18 | 12 | 0 | 11 | 32 | 3 | 0 | 3 | 27 | 2 | 0 | 159 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 55 | 281 | 55 | 0 | 42 | 204 | 113 | 0 | 74 | 333 | 27 | 0 | 26 | 185 | 27 | 1 | 1423 |
| **APPROACH %'s :** | 14.07% | 71.87% | 14.07% | 0.00% | 11.70% | 56.82% | 31.48% | 0.00% | 17.05% | 76.73% | 6.22% | 0.00% | 10.88% | 77.41% | 11.30% | 0.42% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 21 | 134 | 30 | 0 | 30 | 130 | 40 | 0 | 37 | 183 | 16 | 0 | 11 | 87 | 18 | 1 | 738 |
| **PEAK HR FACTOR :** | 0.875 | 0.905 | 0.750 | 0.000 | 0.577 | 0.813 | 0.833 | 0.000 | 0.544 | 0.880 | 0.571 | 0.000 | 0.550 | 0.806 | 0.563 | 0.250 | 0.900 |
| | | 0.944 | | | | 0.847 | | | | 0.908 | | | | 0.731 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 33 | 10 | 0 | 4 | 42 | 22 | 0 | 17 | 30 | 7 | 0 | 4 | 40 | 6 | 1 | 221 |
| 4:15 PM | 3 | 29 | 8 | 0 | 2 | 26 | 29 | 0 | 13 | 31 | 1 | 0 | 9 | 47 | 3 | 0 | 201 |
| 4:30 PM | 2 | 24 | 2 | 0 | 3 | 31 | 21 | 0 | 10 | 21 | 1 | 0 | 3 | 46 | 4 | 0 | 168 |
| 4:45 PM | 2 | 30 | 3 | 0 | 3 | 35 | 24 | 0 | 10 | 41 | 2 | 0 | 4 | 56 | 3 | 0 | 213 |
| 5:00 PM | 4 | 34 | 9 | 0 | 4 | 39 | 21 | 0 | 14 | 31 | 2 | 0 | 3 | 48 | 7 | 0 | 216 |
| 5:15 PM | 5 | 25 | 4 | 0 | 4 | 34 | 24 | 0 | 8 | 35 | 1 | 0 | 11 | 36 | 1 | 0 | 188 |
| 5:30 PM | 5 | 18 | 4 | 0 | 2 | 32 | 23 | 0 | 9 | 38 | 6 | 0 | 13 | 35 | 9 | 0 | 194 |
| 5:45 PM | 5 | 24 | 5 | 0 | 7 | 35 | 14 | 0 | 11 | 35 | 3 | 0 | 3 | 35 | 5 | 0 | 182 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 31 | 217 | 45 | 0 | 29 | 274 | 178 | 0 | 92 | 262 | 23 | 0 | 50 | 343 | 38 | 1 | 1583 |
| **APPROACH %'s :** | 10.58% | 74.06% | 15.36% | 0.00% | 6.03% | 56.96% | 37.01% | 0.00% | 24.40% | 69.50% | 6.10% | 0.00% | 11.57% | 79.40% | 8.80% | 0.23% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 16 | 107 | 20 | 0 | 13 | 140 | 92 | 0 | 41 | 145 | 11 | 0 | 31 | 175 | 20 | 0 | 811 |
| **PEAK HR FACTOR :** | 0.800 | 0.787 | 0.556 | 0.000 | 0.813 | 0.897 | 0.958 | 0.000 | 0.732 | 0.884 | 0.458 | 0.000 | 0.596 | 0.781 | 0.556 | 0.000 | 0.939 |
| | | 0.761 | | | | 0.957 | | | | 0.929 | | | | 0.897 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Ramona Blvd & N Lyon Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-034
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | N Ramona Blvd | | | | N Ramona Blvd | | | | N Lyon Ave | | | | N Lyon Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 3 | 36 | 9 | 0 | 12 | 27 | 8 | 0 | 8 | 52 | 2 | 0 | 2 | 17 | 4 | 0 | 180 |
| 7:15 AM | 6 | 31 | 10 | 0 | 8 | 39 | 12 | 0 | 3 | 49 | 3 | 0 | 0 | 22 | 3 | 1 | 187 |
| 7:30 AM | 6 | 36 | 5 | 0 | 5 | 40 | 7 | 0 | 16 | 41 | 6 | 0 | 5 | 27 | 8 | 0 | 202 |
| 7:45 AM | 6 | 29 | 6 | 0 | 4 | 23 | 12 | 0 | 9 | 38 | 4 | 0 | 4 | 20 | 3 | 0 | 158 |
| 8:00 AM | 14 | 30 | 10 | 0 | 5 | 19 | 17 | 0 | 9 | 39 | 1 | 0 | 2 | 22 | 2 | 0 | 170 |
| 8:15 AM | 6 | 36 | 8 | 0 | 5 | 22 | 18 | 0 | 7 | 37 | 3 | 0 | 7 | 29 | 1 | 0 | 179 |
| 8:30 AM | 8 | 40 | 2 | 0 | 0 | 13 | 25 | 0 | 10 | 41 | 4 | 0 | 2 | 17 | 3 | 0 | 165 |
| 8:45 AM | 6 | 38 | 5 | 0 | 2 | 18 | 12 | 0 | 11 | 31 | 3 | 0 | 2 | 26 | 2 | 0 | 156 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 55 | 276 | 55 | 0 | 41 | 201 | 111 | 0 | 73 | 328 | 26 | 0 | 24 | 180 | 26 | 1 | 1397 |
| **APPROACH %'s :** | 14.25% | 71.50% | 14.25% | 0.00% | 11.61% | 56.94% | 31.44% | 0.00% | 17.10% | 76.81% | 6.09% | 0.00% | 10.39% | 77.92% | 11.26% | 0.43% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 21 | 132 | 30 | 0 | 29 | 129 | 39 | 0 | 36 | 180 | 15 | 0 | 11 | 86 | 18 | 1 | 727 |
| **PEAK HR FACTOR :** | 0.88 | 0.917 | 0.750 | 0.000 | 0.604 | 0.806 | 0.813 | 0.000 | 0.563 | 0.865 | 0.625 | 0.000 | 0.550 | 0.796 | 0.563 | 0.250 | 0.900 |
| | 0.953 | | | | 0.835 | | | | 0.917 | | | | 0.725 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 5 | 33 | 10 | 0 | 4 | 41 | 22 | 0 | 16 | 30 | 7 | 0 | 4 | 38 | 6 | 1 | 217 |
| 4:15 PM | 3 | 28 | 8 | 0 | 2 | 26 | 29 | 0 | 13 | 30 | 1 | 0 | 9 | 47 | 3 | 0 | 199 |
| 4:30 PM | 2 | 24 | 2 | 0 | 3 | 31 | 21 | 0 | 10 | 21 | 1 | 0 | 3 | 46 | 4 | 0 | 168 |
| 4:45 PM | 2 | 29 | 3 | 0 | 3 | 34 | 23 | 0 | 10 | 40 | 1 | 0 | 4 | 55 | 3 | 0 | 207 |
| 5:00 PM | 4 | 33 | 9 | 0 | 4 | 39 | 21 | 0 | 14 | 30 | 2 | 0 | 3 | 48 | 7 | 0 | 214 |
| 5:15 PM | 5 | 25 | 4 | 0 | 4 | 34 | 24 | 0 | 8 | 35 | 1 | 0 | 10 | 36 | 1 | 0 | 187 |
| 5:30 PM | 5 | 18 | 4 | 0 | 2 | 32 | 22 | 0 | 9 | 38 | 6 | 0 | 13 | 34 | 9 | 0 | 192 |
| 5:45 PM | 4 | 24 | 5 | 0 | 7 | 34 | 14 | 0 | 11 | 35 | 3 | 0 | 3 | 35 | 5 | 0 | 180 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 30 | 214 | 45 | 0 | 29 | 271 | 176 | 0 | 91 | 259 | 22 | 0 | 49 | 339 | 38 | 1 | 1564 |
| **APPROACH %'s :** | 10.38% | 74.05% | 15.57% | 0.00% | 6.09% | 56.93% | 36.97% | 0.00% | 24.46% | 69.62% | 5.91% | 0.00% | 11.48% | 79.39% | 8.90% | 0.23% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 16 | 105 | 20 | 0 | 13 | 139 | 90 | 0 | 41 | 143 | 10 | 0 | 30 | 173 | 20 | 0 | 800 |
| **PEAK HR FACTOR :** | 0.80 | 0.795 | 0.556 | 0.000 | 0.813 | 0.891 | 0.938 | 0.000 | 0.732 | 0.894 | 0.417 | 0.000 | 0.577 | 0.786 | 0.556 | 0.000 | 0.935 |
| | 0.766 | | | | 0.945 | | | | 0.915 | | | | 0.899 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Ramona Blvd & N Lyon Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-034
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | N Ramona Blvd | | | | N Ramona Blvd | | | | N Lyon Ave | | | | N Lyon Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 8:00 AM | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 3 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 3 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 5 | 0 | 0 | 1 | 3 | 2 | 0 | 1 | 5 | 1 | 0 | 2 | 5 | 1 | 0 | 26 |
| **APPROACH %'s :** | 0.00% | 100.00% | 0.00% | 0.00% | 16.67% | 50.00% | 33.33% | 0.00% | 14.29% | 71.43% | 14.29% | 0.00% | 25.00% | 62.50% | 12.50% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 11 |
| **PEAK HR FACTOR :** | 0.000 | 0.500 | 0.000 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.250 | 0.375 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.917 |
| | 0.500 | | | | 0.375 | | | | 0.625 | | | | 0.250 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 6 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 3 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 3 | 1 | 0 | 1 | 4 | 0 | 0 | 19 |
| **APPROACH %'s :** | 25.00% | 75.00% | 0.00% | 0.00% | 0.00% | 60.00% | 40.00% | 0.00% | 20.00% | 60.00% | 20.00% | 0.00% | 20.00% | 80.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 11 |
| **PEAK HR FACTOR :** | 0.00 | 0.500 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.458 |
| | 0.500 | | | | 0.375 | | | | 0.375 | | | | 0.750 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Ramona Blvd & N Lyon Ave
**City:** San Jacinto
**Control:** 4-Way Stop

**Project ID:** 19-06063-034
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | N Ramona Blvd | | | | N Ramona Blvd | | | | N Lyon Ave | | | | N Lyon Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **APPROACH %'s :** | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | 0.250 | | | | | | | | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 100.00% | 0.00% | | | | | | | | | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** N Ramona Blvd & N Lyon Ave
**City:** San Jacinto
**Project ID:** 19-06063-034
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| **NS/EW Streets:** | N Ramona Blvd | | N Ramona Blvd | | N Lyon Ave | | N Lyon Ave | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 5 |
| **APPROACH %'s :** | | | | | 0.00% | 100.00% | 66.67% | 33.33% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| **PEAK HR FACTOR :** | | | | | | 0.250 | | | 0.250 |
| | | | | | 0.250 | | | | |

| **PM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| **APPROACH %'s :** | | | | | | | 0.00% | 100.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| **PEAK HR FACTOR :** | | | | | | | | 0.250 | 0.250 |
| | | | | | | | 0.250 | | |

Prepared by National Data & Surveying Services

# N Ramona Blvd & N Lyon Ave

## Peak Hour Turning Movement Count

**ID:** 19-06063-034
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

AM: 07:00 AM - 08:00 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

**COUNT PERIODS**

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

### SOUTHBOUND — N Ramona Blvd

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 40 | 130 | 30 | 0 | 189 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 92 | 140 | 13 | 0 | 168 | PM |

### EASTBOUND — N Lyon Ave

| AM | NOON | PM | |
|---|---|---|---|
| 148 | 0 | 283 | |
| 0 | 0 | 0 | 0 |
| 37 | 0 | 41 | 0 |
| 183 | 0 | 145 | 1 |
| 16 | 0 | 11 | 0 |
| AM | NOON | PM | |

### WESTBOUND — N Lyon Ave

| PM | NOON | AM | |
|---|---|---|---|
| 20 | 0 | 18 | 0 |
| 175 | 0 | 87 | 1 |
| 31 | 0 | 11 | 0 |
| 0 | 0 | 1 | 0 |
| 178 | 0 | 244 | |
| PM | NOON | AM | |

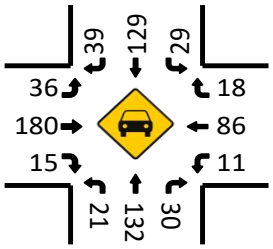
### NORTHBOUND — N Ramona Blvd

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 182 | 0 | 16 | 107 | 20 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 157 | 0 | 21 | 134 | 30 | AM |

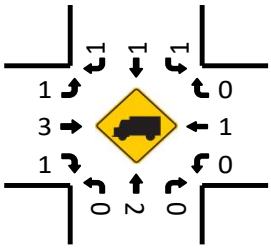
**CONTROL:** 4-Way Stop

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 738 | 0 | 811 |
| PHF | 0.90 | | 0.94 |

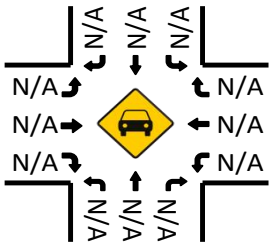
### Cars (AM)



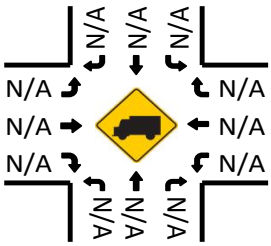

### HT (AM)



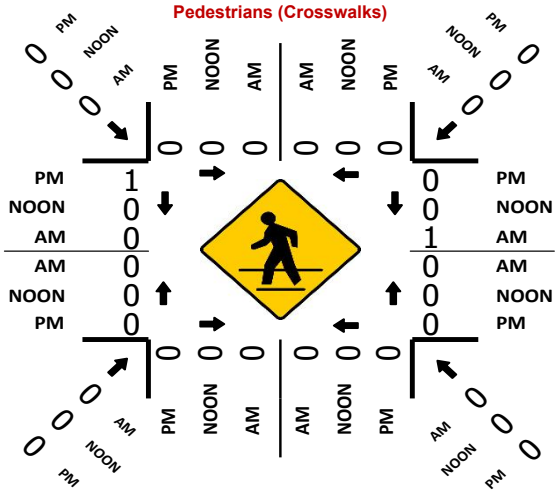

### Cars (NOON)




### HT (NOON)




### Pedestrians (Crosswalks)


PM
NOON
AM
1
0
0
0

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & Hemet St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-035
**Date:** 5/8/2019

**Total**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | Hemet St | | | | Hemet St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 6 | 139 | 1 | 0 | 1 | 66 | 19 | 0 | 53 | 2 | 4 | 0 | 4 | 7 | 1 | 0 | 303 |
| 7:15 AM | 5 | 179 | 2 | 0 | 1 | 98 | 34 | 0 | 51 | 6 | 6 | 0 | 5 | 14 | 2 | 0 | 403 |
| 7:30 AM | 1 | 159 | 0 | 0 | 1 | 75 | 25 | 0 | 51 | 6 | 1 | 0 | 0 | 6 | 2 | 0 | 327 |
| 7:45 AM | 2 | 143 | 1 | 0 | 3 | 61 | 25 | 0 | 52 | 3 | 1 | 0 | 1 | 6 | 6 | 0 | 304 |
| 8:00 AM | 5 | 103 | 0 | 0 | 1 | 64 | 25 | 0 | 34 | 4 | 3 | 0 | 0 | 3 | 1 | 0 | 243 |
| 8:15 AM | 7 | 123 | 0 | 0 | 0 | 56 | 18 | 0 | 27 | 2 | 2 | 0 | 1 | 4 | 2 | 0 | 242 |
| 8:30 AM | 4 | 108 | 0 | 0 | 1 | 55 | 20 | 0 | 38 | 0 | 8 | 0 | 1 | 5 | 1 | 0 | 241 |
| 8:45 AM | 2 | 99 | 1 | 0 | 0 | 76 | 19 | 0 | 25 | 3 | 7 | 0 | 0 | 3 | 1 | 0 | 236 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 32 | 1053 | 5 | 0 | 8 | 551 | 185 | 0 | 331 | 26 | 32 | 0 | 12 | 48 | 16 | 0 | 2299 |
| **APPROACH %'s :** | 2.94% | 96.61% | 0.46% | 0.00% | 1.08% | 74.06% | 24.87% | 0.00% | 85.09% | 6.68% | 8.23% | 0.00% | 15.79% | 63.16% | 21.05% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 14 | 620 | 4 | 0 | 6 | 300 | 103 | 0 | 207 | 17 | 12 | 0 | 10 | 33 | 11 | 0 | 1337 |
| **PEAK HR FACTOR :** | 0.583 | 0.866 | 0.500 | 0.000 | 0.500 | 0.765 | 0.757 | 0.000 | 0.976 | 0.708 | 0.500 | 0.000 | 0.500 | 0.589 | 0.458 | 0.000 | 0.829 |
| | 0.858 | | | | 0.769 | | | | 0.937 | | | | 0.643 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 3 | 85 | 1 | 0 | 4 | 128 | 42 | 0 | 24 | 8 | 4 | 0 | 4 | 5 | 5 | 0 | 313 |
| 4:15 PM | 7 | 89 | 1 | 0 | 3 | 153 | 45 | 0 | 21 | 4 | 7 | 0 | 0 | 2 | 5 | 0 | 337 |
| 4:30 PM | 10 | 73 | 0 | 0 | 1 | 154 | 35 | 0 | 14 | 3 | 6 | 0 | 0 | 4 | 2 | 0 | 302 |
| 4:45 PM | 5 | 84 | 2 | 0 | 7 | 137 | 49 | 0 | 20 | 5 | 6 | 0 | 2 | 3 | 0 | 0 | 320 |
| 5:00 PM | 5 | 107 | 0 | 0 | 3 | 147 | 46 | 0 | 25 | 3 | 3 | 0 | 1 | 1 | 4 | 0 | 345 |
| 5:15 PM | 10 | 105 | 1 | 0 | 3 | 173 | 43 | 0 | 25 | 3 | 8 | 0 | 3 | 2 | 0 | 0 | 376 |
| 5:30 PM | 6 | 97 | 1 | 0 | 3 | 170 | 47 | 0 | 28 | 3 | 7 | 0 | 1 | 2 | 3 | 0 | 368 |
| 5:45 PM | 10 | 97 | 2 | 0 | 3 | 152 | 59 | 0 | 25 | 2 | 6 | 0 | 4 | 2 | 4 | 0 | 366 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 56 | 737 | 8 | 0 | 27 | 1214 | 366 | 0 | 182 | 31 | 47 | 0 | 15 | 21 | 23 | 0 | 2727 |
| **APPROACH %'s :** | 6.99% | 92.01% | 1.00% | 0.00% | 1.68% | 75.54% | 22.78% | 0.00% | 70.00% | 11.92% | 18.08% | 0.00% | 25.42% | 35.59% | 38.98% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 31 | 406 | 4 | 0 | 12 | 642 | 195 | 0 | 103 | 11 | 24 | 0 | 9 | 7 | 11 | 0 | 1455 |
| **PEAK HR FACTOR :** | 0.775 | 0.949 | 0.500 | 0.000 | 1.000 | 0.928 | 0.826 | 0.000 | 0.920 | 0.917 | 0.750 | 0.000 | 0.563 | 0.875 | 0.688 | 0.000 | 0.967 |
| | 0.950 | | | | 0.965 | | | | 0.908 | | | | 0.675 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & Hemet St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-035
**Date:** 5/8/2019

## Cars

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | Hemet St | | | | Hemet St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 5 | 139 | 0 | 0 | 1 | 63 | 19 | 0 | 53 | 2 | 4 | 0 | 3 | 7 | 1 | 0 | 297 |
| 7:15 AM | 5 | 176 | 2 | 0 | 1 | 89 | 34 | 0 | 51 | 6 | 4 | 0 | 5 | 14 | 2 | 0 | 389 |
| 7:30 AM | 0 | 159 | 0 | 0 | 1 | 66 | 25 | 0 | 51 | 6 | 1 | 0 | 0 | 6 | 2 | 0 | 317 |
| 7:45 AM | 2 | 140 | 1 | 0 | 3 | 56 | 25 | 0 | 51 | 3 | 1 | 0 | 1 | 6 | 6 | 0 | 295 |
| 8:00 AM | 5 | 101 | 0 | 0 | 1 | 62 | 25 | 0 | 34 | 4 | 3 | 0 | 0 | 3 | 1 | 0 | 239 |
| 8:15 AM | 6 | 121 | 0 | 0 | 0 | 54 | 17 | 0 | 27 | 1 | 1 | 0 | 1 | 3 | 2 | 0 | 233 |
| 8:30 AM | 4 | 101 | 0 | 0 | 1 | 50 | 20 | 0 | 36 | 0 | 8 | 0 | 1 | 5 | 1 | 0 | 227 |
| 8:45 AM | 2 | 95 | 1 | 0 | 0 | 74 | 18 | 0 | 25 | 3 | 7 | 0 | 0 | 3 | 1 | 0 | 229 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 29 | 1032 | 4 | 0 | 8 | 514 | 183 | 0 | 328 | 25 | 29 | 0 | 11 | 47 | 16 | 0 | 2226 |
| **APPROACH %'s :** | 2.72% | 96.90% | 0.38% | 0.00% | 1.13% | 72.91% | 25.96% | 0.00% | 85.86% | 6.54% | 7.59% | 0.00% | 14.86% | 63.51% | 21.62% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 12 | 614 | 3 | 0 | 6 | 274 | 103 | 0 | 206 | 17 | 10 | 0 | 9 | 33 | 11 | 0 | 1298 |
| **PEAK HR FACTOR :** | 0.60 | 0.872 | 0.375 | 0.000 | 0.500 | 0.770 | 0.757 | 0.000 | 0.972 | 0.708 | 0.625 | 0.000 | 0.450 | 0.589 | 0.458 | 0.000 | 0.834 |
| | | 0.859 | | | | 0.772 | | | | 0.955 | | | | 0.631 | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 3 | 82 | 1 | 0 | 4 | 126 | 41 | 0 | 24 | 8 | 2 | 0 | 4 | 5 | 5 | 0 | 305 |
| 4:15 PM | 6 | 83 | 1 | 0 | 3 | 150 | 45 | 0 | 21 | 3 | 7 | 0 | 0 | 2 | 5 | 0 | 326 |
| 4:30 PM | 10 | 71 | 0 | 0 | 1 | 153 | 33 | 0 | 14 | 3 | 6 | 0 | 0 | 3 | 2 | 0 | 296 |
| 4:45 PM | 5 | 82 | 2 | 0 | 7 | 135 | 48 | 0 | 20 | 5 | 6 | 0 | 2 | 3 | 0 | 0 | 315 |
| 5:00 PM | 5 | 105 | 0 | 0 | 3 | 146 | 46 | 0 | 25 | 3 | 3 | 0 | 1 | 1 | 4 | 0 | 342 |
| 5:15 PM | 10 | 104 | 1 | 0 | 3 | 171 | 43 | 0 | 25 | 3 | 8 | 0 | 3 | 2 | 0 | 0 | 373 |
| 5:30 PM | 6 | 94 | 1 | 0 | 3 | 168 | 47 | 0 | 28 | 3 | 7 | 0 | 1 | 2 | 3 | 0 | 363 |
| 5:45 PM | 10 | 95 | 2 | 0 | 3 | 150 | 59 | 0 | 25 | 2 | 6 | 0 | 4 | 2 | 4 | 0 | 362 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 55 | 716 | 8 | 0 | 27 | 1199 | 362 | 0 | 182 | 30 | 45 | 0 | 15 | 20 | 23 | 0 | 2682 |
| **APPROACH %'s :** | 7.06% | 91.91% | 1.03% | 0.00% | 1.70% | 75.50% | 22.80% | 0.00% | 70.82% | 11.67% | 17.51% | 0.00% | 25.86% | 34.48% | 39.66% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 31 | 398 | 4 | 0 | 12 | 635 | 195 | 0 | 103 | 11 | 24 | 0 | 9 | 7 | 11 | 0 | 1440 |
| **PEAK HR FACTOR :** | 0.78 | 0.948 | 0.500 | 0.000 | 1.000 | 0.928 | 0.826 | 0.000 | 0.920 | 0.917 | 0.750 | 0.000 | 0.563 | 0.875 | 0.688 | 0.000 | 0.965 |
| | | 0.941 | | | | 0.966 | | | | 0.908 | | | | 0.675 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & Hemet St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-035
**Date:** 5/8/2019

**HT**

| **NS/EW Streets:** | Ramona Expy | | | | Ramona Expy | | | | Hemet St | | | | Hemet St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 7:15 AM | 0 | 3 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:45 AM | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 AM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 AM | 1 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 9 |
| 8:30 AM | 0 | 7 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:45 AM | 0 | 4 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 3 | 21 | 1 | 0 | 0 | 37 | 2 | 0 | 3 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 73 |
| **APPROACH %'s :** | 12.00% | 84.00% | 4.00% | 0.00% | 0.00% | 94.87% | 5.13% | 0.00% | 42.86% | 14.29% | 42.86% | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 2 | 6 | 1 | 0 | 0 | 26 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 39 |
| **PEAK HR FACTOR :** | 0.500 | 0.500 | 0.250 | 0.000 | 0.000 | 0.722 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.696 |
| | 0.750 | | | | 0.722 | | | | 0.375 | | | | 0.250 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:15 PM | 1 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 4:45 PM | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:45 PM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 21 | 0 | 0 | 0 | 15 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 45 |
| **APPROACH %'s :** | 4.55% | 95.45% | 0.00% | 0.00% | 0.00% | 78.95% | 21.05% | 0.00% | 0.00% | 33.33% | 66.67% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 8 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| **PEAK HR FACTOR :** | 0.00 | 0.667 | 0.000 | 0.000 | 0.000 | 0.875 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 |
| | 0.667 | | | | 0.875 | | | | | | | | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & Hemet St
**City:** San Jacinto
**Control:** Signalized

**Project ID:** 19-06063-035
**Date:** 5/8/2019

**Bikes**

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | Hemet St | | | | Hemet St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | | | | | | | | | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| NS/EW Streets: | Ramona Expy | | | | Ramona Expy | | | | Hemet St | | | | Hemet St | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **APPROACH %'s :** | 100.00% | 0.00% | 0.00% | 0.00% | | | | | 100.00% | 0.00% | 0.00% | 0.00% | | | | | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | 0.25 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | 0.250 | | | | | | | | 0.250 | | | | | | | | |

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Ramona Expy & Hemet St
**City:** San Jacinto
**Project ID:** 19-06063-035
**Date:** 5/8/2019

## Pedestrians (Crosswalks)

| NS/EW Streets: | Ramona Expy | | Ramona Expy | | Hemet St | | Hemet St | | |
|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **APPROACH %'s :** | | | | | | | | | |
| **PEAK HR :** | **07:00 AM - 08:00 AM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PEAK HR FACTOR :** | | | | | | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| **TOTAL VOLUMES :** | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **APPROACH %'s :** | 50.00% | 50.00% | | | | | | | |
| **PEAK HR :** | **05:00 PM - 06:00 PM** | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PEAK HR FACTOR :** | | 0.250 | | | | | | | 0.250 |
| | 0.250 | | | | | | | | |

Prepared by National Data & Surveying Services

# Ramona Expy & Hemet St

## Peak Hour Turning Movement Count

**ID:** 19-06063-035
**City:** San Jacinto

**Day:** Wednesday
**Date:** 05/08/2019

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 05:00 PM - 06:00 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 07:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 06:00 PM |

### Ramona Expy — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 103 | 300 | 6 | 0 | 838 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 195 | 642 | 12 | 0 | 520 | PM |

### Hemet St — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 150 | 0 | 233 | |
| 0 | 0 | 0 | 0 |
| 207 | 0 | 103 | 1 |
| 17 | 0 | 11 | 1 |
| 12 | 0 | 24 | 0 |

### Hemet St — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 11 | 0 | 11 | 0 |
| 7 | 0 | 33 | 1 |
| 9 | 0 | 10 | 1 |
| 0 | 0 | 0 | 0 |
| 27 | 0 | 27 | |

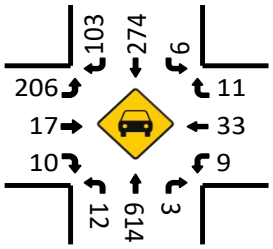
**CONTROL:** Signalized

| | | | |
|---|---|---|---|
| TEV | 1337 AM | 0 NOON | 1455 PM |
| PHF | 0.83 | | 0.97 |

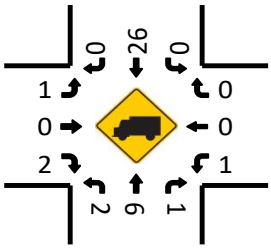
### Ramona Expy — NORTHBOUND

| | | | | | |
|---|---|---|---|---|---|
| PM | 675 | 0 | 31 | 406 | 4 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 322 | 0 | 14 | 620 | 4 | AM |

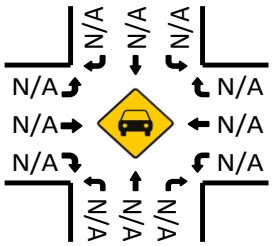
Cars (AM)



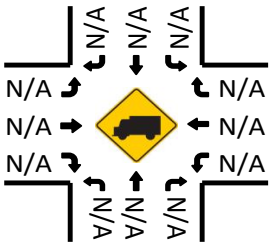

HT (AM)



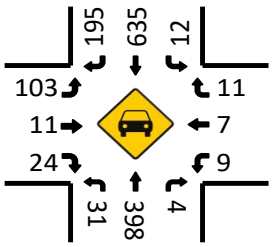

Cars (NOON)



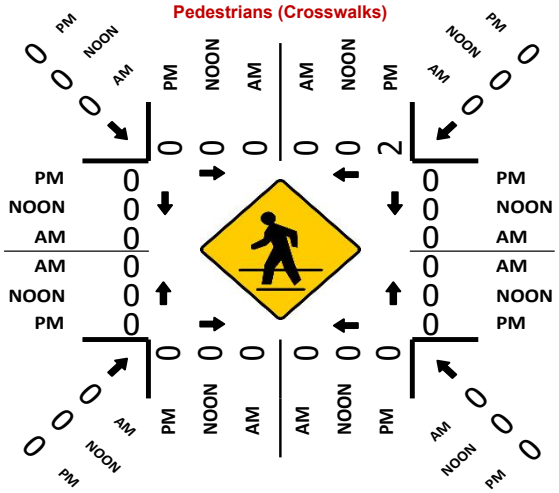

HT (NOON)



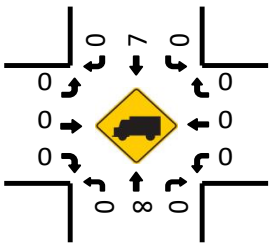

Cars (PM)




Pedestrians (Crosswalks)

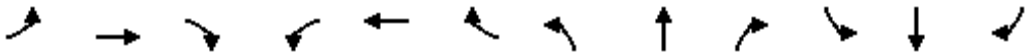


HT (PM)





# Appendix B
# Existing Intersection Level of Service Worksheets



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 536 | 128 | 197 | 693 | 2 | 285 | 2 | 362 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 536 | 128 | 197 | 693 | 2 | 285 | 2 | 362 | 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 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1826 | 1826 | 1811 | 1826 | 1826 | 1841 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 0 | 638 | 152 | 235 | 825 | 2 | 339 | 2 | 431 | 0 | 0 | 0 |
| 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, % | 0 | 5 | 5 | 6 | 5 | 5 | 4 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 3 | 1093 | 487 | 292 | 1920 | 5 | 708 | 3 | 554 | 0 | 657 | 0 |
| Arrive On Green | 0.00 | 0.31 | 0.31 | 0.17 | 0.54 | 0.49 | 0.35 | 0.35 | 0.32 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1810 | 3469 | 1547 | 1725 | 3550 | 9 | 1753 | 7 | 1604 | 0 | 1900 | 0 |
| Grp Volume(v), veh/h | 0 | 638 | 152 | 235 | 403 | 424 | 339 | 0 | 433 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1735 | 1547 | 1725 | 1735 | 1824 | 1753 | 0 | 1611 | 0 | 1900 | 0 |
| Q Serve(g_s), s | 0.0 | 10.9 | 5.3 | 9.2 | 9.8 | 9.8 | 11.1 | 0.0 | 17.2 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 10.9 | 5.3 | 9.2 | 9.8 | 9.8 | 11.1 | 0.0 | 17.2 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 1.00 | 0.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 3 | 1093 | 487 | 292 | 938 | 987 | 708 | 0 | 557 | 0 | 657 | 0 |
| V/C Ratio(X) | 0.00 | 0.58 | 0.31 | 0.81 | 0.43 | 0.43 | 0.48 | 0.00 | 0.78 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 658 | 2403 | 1072 | 872 | 1202 | 1264 | 1147 | 0 | 961 | 0 | 1133 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 20.3 | 18.3 | 28.2 | 9.7 | 9.7 | 18.7 | 0.0 | 21.6 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.5 | 0.4 | 2.0 | 0.3 | 0.3 | 0.4 | 0.0 | 1.8 | 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 | 4.2 | 1.8 | 3.8 | 3.3 | 3.5 | 4.2 | 0.0 | 6.4 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 20.8 | 18.7 | 30.2 | 10.0 | 10.0 | 19.1 | 0.0 | 23.4 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | A | C | B | C | A | A | B | A | C | A | A | A |
| Approach Vol, veh/h | | 790 | | | 1062 | | | 772 | | | 0 | |
| Approach Delay, s/veh | | 20.4 | | | 14.4 | | | 21.5 | | | 0.0 | |
| Approach LOS | | C | | | B | | | C | | | | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 15.9 | 26.2 | | 28.3 | 0.0 | 42.1 | | 28.3 | | | | |
| Change Period (Y+Rc), s | 4.6 | 7.8 | | 6.0 | 4.6 | 7.8 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 35.0 | 45.0 | | 40.0 | 25.0 | 45.0 | | 40.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 11.2 | 12.9 | | 0.0 | 0.0 | 11.8 | | 19.2 | | | | |
| Green Ext Time (p_c), s | 0.2 | 5.5 | | 0.0 | 0.0 | 6.0 | | 3.2 | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 18.3 | |
| HCM 6th LOS | | B | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 30 | 23 | 110 | 15 | 113 | 12 | 451 | 98 | 33 | 249 | 2 |
| Future Volume (veh/h) | 6 | 30 | 23 | 110 | 15 | 113 | 12 | 451 | 98 | 33 | 249 | 2 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1796 | 1900 | 1856 | 1604 | 1870 | 1767 | 1870 | 1841 | 1900 | 1841 | 1900 |
| Adj Flow Rate, veh/h | 7 | 33 | 25 | 120 | 16 | 123 | 13 | 490 | 107 | 36 | 271 | 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, % | 0 | 7 | 0 | 3 | 20 | 2 | 9 | 2 | 4 | 0 | 4 | 0 |
| Cap, veh/h | 85 | 262 | 235 | 218 | 357 | 352 | 91 | 655 | 546 | 139 | 686 | 600 |
| Arrive On Green | 0.05 | 0.15 | 0.15 | 0.12 | 0.22 | 0.22 | 0.05 | 0.35 | 0.35 | 0.08 | 0.37 | 0.37 |
| Sat Flow, veh/h | 1810 | 1796 | 1610 | 1767 | 1604 | 1585 | 1682 | 1870 | 1560 | 1810 | 1841 | 1610 |
| Grp Volume(v), veh/h | 7 | 33 | 25 | 120 | 16 | 123 | 13 | 490 | 107 | 36 | 271 | 2 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1796 | 1610 | 1767 | 1604 | 1585 | 1682 | 1870 | 1560 | 1810 | 1841 | 1610 |
| Q Serve(g_s), s | 0.2 | 0.8 | 0.7 | 3.4 | 0.4 | 3.4 | 0.4 | 12.2 | 2.5 | 1.0 | 5.7 | 0.0 |
| Cycle Q Clear(g_c), s | 0.2 | 0.8 | 0.7 | 3.4 | 0.4 | 3.4 | 0.4 | 12.2 | 2.5 | 1.0 | 5.7 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 85 | 262 | 235 | 218 | 357 | 352 | 91 | 655 | 546 | 139 | 686 | 600 |
| V/C Ratio(X) | 0.08 | 0.13 | 0.11 | 0.55 | 0.04 | 0.35 | 0.14 | 0.75 | 0.20 | 0.26 | 0.40 | 0.00 |
| Avail Cap(c_a), veh/h | 927 | 1090 | 977 | 905 | 973 | 962 | 862 | 1845 | 1539 | 927 | 1816 | 1588 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.0 | 19.6 | 19.5 | 21.7 | 16.1 | 17.3 | 23.8 | 15.1 | 11.9 | 22.9 | 12.2 | 10.4 |
| Incr Delay (d2), s/veh | 0.2 | 0.1 | 0.1 | 0.8 | 0.0 | 0.2 | 0.3 | 0.7 | 0.1 | 0.4 | 0.1 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.3 | 0.2 | 1.3 | 0.1 | 1.1 | 0.2 | 4.5 | 0.8 | 0.4 | 2.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 24.2 | 19.7 | 19.6 | 22.5 | 16.1 | 17.5 | 24.0 | 15.7 | 12.0 | 23.3 | 12.3 | 10.4 |
| LnGrp LOS | C | B | B | C | B | B | C | B | B | C | B | B |
| Approach Vol, veh/h | | 65 | | | 259 | | | 610 | | | 309 | |
| Approach Delay, s/veh | | 20.1 | | | 19.7 | | | 15.3 | | | 13.6 | |
| Approach LOS | | C | | | B | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.0 | 22.5 | 10.5 | 11.7 | 6.9 | 23.6 | 6.5 | 15.7 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 25.0 | 50.0 | 25.0 | 30.0 | 25.0 | 50.0 | 25.0 | 30.0 |
| Max Q Clear Time (g_c+I1), s | 3.0 | 14.2 | 5.4 | 2.8 | 2.4 | 7.7 | 2.2 | 5.4 |
| Green Ext Time (p_c), s | 0.0 | 2.3 | 0.1 | 0.1 | 0.0 | 1.1 | 0.0 | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 16.0 |
| HCM 6th LOS | B |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 100.5 |
| Intersection LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 48 | 40 | 3 | 137 | 36 | 68 | 1 | 443 | 117 | 32 | 321 | 26 |
| Future Vol, veh/h | 48 | 40 | 3 | 137 | 36 | 68 | 1 | 443 | 117 | 32 | 321 | 26 |
| 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, % | 0 | 3 | 0 | 1 | 0 | 0 | 100 | 3 | 0 | 3 | 3 | 0 |
| Mvmt Flow | 53 | 44 | 3 | 152 | 40 | 76 | 1 | 492 | 130 | 36 | 357 | 29 |
| 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 | 14.4 | 19.3 | 198.1 | 28.2 |
| HCM LOS | B | C | F | D |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 0% | 53% | 57% | 8% |
| Vol Thru, % | 79% | 44% | 15% | 85% |
| Vol Right, % | 21% | 3% | 28% | 7% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 561 | 91 | 241 | 379 |
| LT Vol | 1 | 48 | 137 | 32 |
| Through Vol | 443 | 40 | 36 | 321 |
| RT Vol | 117 | 3 | 68 | 26 |
| Lane Flow Rate | 623 | 101 | 268 | 421 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 1.359 | 0.224 | 0.526 | 0.75 |
| Departure Headway (Hd) | 7.847 | 8.854 | 7.901 | 7.046 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 468 | 408 | 461 | 518 |
| Service Time | 5.854 | 6.854 | 5.901 | 5.046 |
| HCM Lane V/C Ratio | 1.331 | 0.248 | 0.581 | 0.813 |
| HCM Control Delay | 198.1 | 14.4 | 19.3 | 28.2 |
| HCM Lane LOS | F | B | C | D |
| HCM 95th-tile Q | 28.7 | 0.8 | 3 | 6.4 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 406 | 307 | 70 | 53 | 438 | 624 | 144 | 996 | 77 | 591 | 608 | 271 |
| Future Volume (veh/h) | 406 | 307 | 70 | 53 | 438 | 624 | 144 | 996 | 77 | 591 | 608 | 271 |
| 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 | 1811 | 1870 | 1885 | 1870 | 1870 | 1885 | 1856 | 1870 | 1900 | 1826 | 1856 | 1767 |
| Adj Flow Rate, veh/h | 419 | 316 | 72 | 55 | 452 | 643 | 148 | 1027 | 79 | 609 | 627 | 279 |
| 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, % | 6 | 2 | 1 | 2 | 2 | 1 | 3 | 2 | 0 | 5 | 3 | 9 |
| Cap, veh/h | 454 | 1362 | 686 | 118 | 1001 | 739 | 210 | 1001 | 484 | 661 | 1469 | 804 |
| Arrive On Green | 0.14 | 0.38 | 0.37 | 0.03 | 0.28 | 0.27 | 0.06 | 0.28 | 0.27 | 0.20 | 0.42 | 0.40 |
| Sat Flow, veh/h | 3346 | 3554 | 1598 | 3456 | 3554 | 1598 | 3428 | 3554 | 1610 | 3374 | 3526 | 1497 |
| Grp Volume(v), veh/h | 419 | 316 | 72 | 55 | 452 | 643 | 148 | 1027 | 79 | 609 | 627 | 279 |
| Grp Sat Flow(s),veh/h/ln | 1673 | 1777 | 1598 | 1728 | 1777 | 1598 | 1714 | 1777 | 1610 | 1687 | 1763 | 1497 |
| Q Serve(g_s), s | 18.9 | 9.2 | 4.1 | 2.4 | 16.0 | 40.7 | 6.5 | 43.0 | 5.5 | 27.0 | 19.3 | 16.2 |
| Cycle Q Clear(g_c), s | 18.9 | 9.2 | 4.1 | 2.4 | 16.0 | 40.7 | 6.5 | 43.0 | 5.5 | 27.0 | 19.3 | 16.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 454 | 1362 | 686 | 118 | 1001 | 739 | 210 | 1001 | 484 | 661 | 1469 | 804 |
| V/C Ratio(X) | 0.92 | 0.23 | 0.10 | 0.47 | 0.45 | 0.87 | 0.71 | 1.03 | 0.16 | 0.92 | 0.43 | 0.35 |
| Avail Cap(c_a), veh/h | 454 | 1362 | 686 | 469 | 1001 | 739 | 465 | 1001 | 484 | 679 | 1469 | 804 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 65.2 | 31.9 | 26.0 | 72.3 | 45.1 | 36.9 | 70.3 | 54.8 | 39.2 | 60.2 | 31.6 | 20.1 |
| Incr Delay (d2), s/veh | 24.1 | 0.0 | 0.0 | 1.1 | 0.1 | 10.5 | 1.6 | 35.2 | 0.1 | 17.3 | 0.1 | 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 | 9.6 | 4.0 | 1.6 | 1.1 | 7.2 | 23.6 | 2.9 | 24.1 | 2.2 | 13.2 | 8.3 | 5.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 89.3 | 31.9 | 26.1 | 73.4 | 45.2 | 47.4 | 71.9 | 90.0 | 39.3 | 77.5 | 31.7 | 20.2 |
| LnGrp LOS | F | C | C | E | D | D | E | F | D | E | C | C |
| Approach Vol, veh/h | | 807 | | | 1150 | | | 1254 | | | 1515 | |
| Approach Delay, s/veh | | 61.2 | | | 47.8 | | | 84.7 | | | 48.0 | |
| Approach LOS | | E | | | D | | | F | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 33.9 | 47.0 | 9.2 | 62.5 | 13.3 | 67.6 | 24.7 | 47.0 |
| Change Period (Y+Rc), s | * 4.7 | 7.0 | * 4.7 | 7.0 | * 4.7 | 7.0 | * 4.7 | 7.0 |
| Max Green Setting (Gmax), s | * 36 | 40.0 | * 20 | 40.0 | * 20 | 50.0 | * 20 | 40.0 |
| Max Q Clear Time (g_c+I1), s | 29.0 | 45.0 | 4.4 | 11.2 | 8.5 | 21.3 | 20.9 | 42.7 |
| Green Ext Time (p_c), s | 0.2 | 0.0 | 0.1 | 1.5 | 0.2 | 3.6 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 59.9 |
| HCM 6th LOS | E |

**Notes**

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 109 | 252 | 90 | 80 | 399 | 90 | 83 | 546 | 62 | 28 | 476 | 77 |
| Future Volume (veh/h) | 109 | 252 | 90 | 80 | 399 | 90 | 83 | 546 | 62 | 28 | 476 | 77 |
| 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 | | 0.99 | 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 | 1856 | 1900 | 1870 | 1900 | 1870 | 1885 | 1900 | 1856 | 1826 | 1841 | 1856 | 1826 |
| Adj Flow Rate, veh/h | 115 | 265 | 95 | 84 | 420 | 95 | 87 | 575 | 65 | 29 | 501 | 81 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 3 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 5 | 4 | 3 | 5 |
| Cap, veh/h | 280 | 1035 | 451 | 274 | 529 | 448 | 276 | 1527 | 668 | 179 | 1435 | 627 |
| Arrive On Green | 0.08 | 0.29 | 0.29 | 0.08 | 0.28 | 0.28 | 0.08 | 0.43 | 0.43 | 0.05 | 0.41 | 0.41 |
| Sat Flow, veh/h | 3428 | 3610 | 1572 | 3510 | 1870 | 1584 | 3510 | 3526 | 1542 | 3401 | 3526 | 1542 |
| Grp Volume(v), veh/h | 115 | 265 | 95 | 84 | 420 | 95 | 87 | 575 | 65 | 29 | 501 | 81 |
| Grp Sat Flow(s),veh/h/ln | 1714 | 1805 | 1572 | 1755 | 1870 | 1584 | 1755 | 1763 | 1542 | 1700 | 1763 | 1542 |
| Q Serve(g_s), s | 3.4 | 6.0 | 4.9 | 2.4 | 22.2 | 4.9 | 2.5 | 11.8 | 2.7 | 0.9 | 10.5 | 3.5 |
| Cycle Q Clear(g_c), s | 3.4 | 6.0 | 4.9 | 2.4 | 22.2 | 4.9 | 2.5 | 11.8 | 2.7 | 0.9 | 10.5 | 3.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 280 | 1035 | 451 | 274 | 529 | 448 | 276 | 1527 | 668 | 179 | 1435 | 627 |
| V/C Ratio(X) | 0.41 | 0.26 | 0.21 | 0.31 | 0.79 | 0.21 | 0.32 | 0.38 | 0.10 | 0.16 | 0.35 | 0.13 |
| Avail Cap(c_a), veh/h | 834 | 1429 | 622 | 854 | 740 | 627 | 854 | 1527 | 668 | 827 | 1435 | 627 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 46.6 | 29.3 | 28.9 | 46.5 | 35.4 | 29.2 | 46.5 | 20.5 | 17.9 | 48.4 | 21.9 | 19.8 |
| Incr Delay (d2), s/veh | 0.4 | 0.1 | 0.2 | 0.2 | 4.0 | 0.2 | 0.2 | 0.7 | 0.3 | 0.2 | 0.7 | 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 | 2.6 | 1.9 | 1.1 | 10.6 | 1.9 | 1.1 | 4.9 | 1.0 | 0.4 | 4.4 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 47.0 | 29.5 | 29.2 | 46.8 | 39.5 | 29.5 | 46.8 | 21.2 | 18.2 | 48.5 | 22.6 | 20.3 |
| LnGrp LOS | D | C | C | D | D | C | D | C | B | D | C | C |
| Approach Vol, veh/h | | 475 | | | 599 | | | 727 | | | 611 | |
| Approach Delay, s/veh | | 33.7 | | | 38.9 | | | 24.0 | | | 23.5 | |
| Approach LOS | | C | | | D | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.3 | 34.6 | 12.4 | 47.5 | 12.7 | 34.2 | 9.6 | 50.3 |
| Change Period (Y+Rc), s | 5.0 | 6.3 | 5.0 | 7.5 | 5.0 | 6.3 | 5.0 | 7.5 |
| Max Green Setting (Gmax), s | 25.0 | 40.0 | 25.0 | 40.0 | 25.0 | 40.0 | 25.0 | 40.0 |
| Max Q Clear Time (g_c+I1), s | 4.4 | 8.0 | 4.5 | 12.5 | 5.4 | 24.2 | 2.9 | 13.8 |
| Green Ext Time (p_c), s | 0.1 | 2.1 | 0.1 | 3.9 | 0.2 | 2.6 | 0.0 | 4.4 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 29.5 |
| HCM 6th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 89 | 32 | 123 | 96 | 51 | 21 | 804 | 80 | 31 | 616 | 21 |
| Future Volume (veh/h) | 7 | 89 | 32 | 123 | 96 | 51 | 21 | 804 | 80 | 31 | 616 | 21 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 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 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1870 | 1870 | 1870 | 1856 | 1856 | 1826 | 1870 | 1870 | 1900 | 1870 | 1900 |
| Adj Flow Rate, veh/h | 7 | 93 | 33 | 128 | 100 | 53 | 22 | 838 | 83 | 32 | 642 | 22 |
| 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, % | 0 | 2 | 2 | 2 | 3 | 3 | 5 | 2 | 2 | 0 | 2 | 0 |
| Cap, veh/h | 50 | 174 | 62 | 196 | 245 | 130 | 77 | 1349 | 134 | 96 | 1503 | 680 |
| Arrive On Green | 0.03 | 0.13 | 0.11 | 0.11 | 0.22 | 0.20 | 0.04 | 0.41 | 0.37 | 0.05 | 0.42 | 0.42 |
| Sat Flow, veh/h | 1810 | 1318 | 468 | 1781 | 1142 | 605 | 1739 | 3261 | 323 | 1810 | 3554 | 1608 |
| Grp Volume(v), veh/h | 7 | 0 | 126 | 128 | 0 | 153 | 22 | 457 | 464 | 32 | 642 | 22 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 0 | 1786 | 1781 | 0 | 1747 | 1739 | 1777 | 1807 | 1810 | 1777 | 1608 |
| Q Serve(g_s), s | 0.2 | 0.0 | 3.6 | 3.8 | 0.0 | 4.2 | 0.7 | 11.2 | 11.2 | 0.9 | 7.0 | 0.4 |
| Cycle Q Clear(g_c), s | 0.2 | 0.0 | 3.6 | 3.8 | 0.0 | 4.2 | 0.7 | 11.2 | 11.2 | 0.9 | 7.0 | 0.4 |
| Prop In Lane | 1.00 | | 0.26 | 1.00 | | 0.35 | 1.00 | | 0.18 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 50 | 0 | 236 | 196 | 0 | 376 | 77 | 735 | 747 | 96 | 1503 | 680 |
| V/C Ratio(X) | 0.14 | 0.00 | 0.53 | 0.65 | 0.00 | 0.41 | 0.29 | 0.62 | 0.62 | 0.33 | 0.43 | 0.03 |
| Avail Cap(c_a), veh/h | 855 | 0 | 1330 | 1165 | 0 | 1618 | 821 | 1533 | 1559 | 1183 | 3712 | 1680 |
| 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 | 26.1 | 0.0 | 22.4 | 23.5 | 0.0 | 18.7 | 25.5 | 12.7 | 12.9 | 25.1 | 11.2 | 9.3 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 1.9 | 1.4 | 0.0 | 0.7 | 0.8 | 0.9 | 0.8 | 0.7 | 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 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.0 | 1.5 | 1.6 | 0.0 | 1.6 | 0.3 | 3.9 | 4.0 | 0.4 | 2.4 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 26.6 | 0.0 | 24.3 | 24.9 | 0.0 | 19.5 | 26.2 | 13.6 | 13.8 | 25.8 | 11.4 | 9.3 |
| LnGrp LOS | C | A | C | C | A | B | C | B | B | C | B | A |
| Approach Vol, veh/h | | 133 | | | 281 | | | 943 | | | 696 | |
| Approach Delay, s/veh | | 24.4 | | | 21.9 | | | 14.0 | | | 12.0 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.9 | 26.8 | 10.1 | 11.3 | 6.4 | 27.3 | 5.5 | 15.8 |
| Change Period (Y+Rc), s | 5.0 | 6.5 | 5.0 | 5.0 | 5.0 | 6.5 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 25.0 | 45.0 | 35.0 | 40.0 | 25.0 | 55.0 | 25.0 | 50.0 |
| Max Q Clear Time (g_c+I1), s | 2.2 | 13.2 | 5.8 | 5.6 | 2.7 | 9.0 | 2.2 | 6.2 |
| Green Ext Time (p_c), s | 0.0 | 7.0 | 0.1 | 0.7 | 0.0 | 5.2 | 0.0 | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 15.1 |
| HCM 6th LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 105 | 122 | 25 | 113 | 173 | 35 | 78 | 758 | 80 | 82 | 657 | 59 |
| Future Volume (veh/h) | 105 | 122 | 25 | 113 | 173 | 35 | 78 | 758 | 80 | 82 | 657 | 59 |
| 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 | | 0.98 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1885 | 1870 | 1841 | 1885 | 1885 | 1900 | 1900 | 1856 | 1856 | 1841 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 114 | 133 | 27 | 123 | 188 | 38 | 85 | 824 | 87 | 89 | 714 | 64 |
| 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, % | 1 | 2 | 4 | 1 | 1 | 0 | 0 | 3 | 3 | 4 | 3 | 3 |
| Cap, veh/h | 173 | 300 | 246 | 184 | 314 | 264 | 156 | 1316 | 139 | 154 | 1450 | 647 |
| Arrive On Green | 0.10 | 0.16 | 0.16 | 0.10 | 0.17 | 0.17 | 0.09 | 0.41 | 0.38 | 0.09 | 0.41 | 0.41 |
| Sat Flow, veh/h | 1795 | 1870 | 1536 | 1795 | 1885 | 1586 | 1810 | 3210 | 339 | 1753 | 3526 | 1572 |
| Grp Volume(v), veh/h | 114 | 133 | 27 | 123 | 188 | 38 | 85 | 452 | 459 | 89 | 714 | 64 |
| Grp Sat Flow(s),veh/h/ln | 1795 | 1870 | 1536 | 1795 | 1885 | 1586 | 1810 | 1763 | 1786 | 1753 | 1763 | 1572 |
| Q Serve(g_s), s | 4.1 | 4.3 | 1.0 | 4.4 | 6.2 | 1.4 | 3.0 | 13.6 | 13.7 | 3.3 | 10.0 | 1.7 |
| Cycle Q Clear(g_c), s | 4.1 | 4.3 | 1.0 | 4.4 | 6.2 | 1.4 | 3.0 | 13.6 | 13.7 | 3.3 | 10.0 | 1.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.19 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 173 | 300 | 246 | 184 | 314 | 264 | 156 | 723 | 732 | 154 | 1450 | 647 |
| V/C Ratio(X) | 0.66 | 0.44 | 0.11 | 0.67 | 0.60 | 0.14 | 0.54 | 0.63 | 0.63 | 0.58 | 0.49 | 0.10 |
| Avail Cap(c_a), veh/h | 834 | 869 | 713 | 834 | 875 | 736 | 840 | 1241 | 1257 | 814 | 2482 | 1107 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.1 | 25.3 | 24.0 | 28.9 | 25.8 | 23.8 | 29.2 | 15.6 | 15.8 | 29.3 | 14.5 | 12.1 |
| Incr Delay (d2), s/veh | 1.6 | 1.5 | 0.3 | 1.6 | 2.6 | 0.4 | 1.1 | 1.3 | 1.3 | 1.3 | 0.4 | 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 | 1.8 | 1.9 | 0.4 | 1.9 | 2.9 | 0.5 | 1.3 | 5.2 | 5.3 | 1.4 | 3.7 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 30.7 | 26.8 | 24.2 | 30.4 | 28.4 | 24.1 | 30.3 | 16.9 | 17.1 | 30.6 | 14.9 | 12.2 |
| LnGrp LOS | C | C | C | C | C | C | C | B | B | C | B | B |
| Approach Vol, veh/h | | 274 | | | 349 | | | 996 | | | 867 | |
| Approach Delay, s/veh | | 28.2 | | | 28.6 | | | 18.1 | | | 16.3 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.8 | 31.4 | 10.8 | 14.7 | 9.8 | 31.5 | 10.4 | 15.1 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | 5.0 | 5.0 | 5.0 | 6.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 30.0 | 45.0 | 30.0 | 30.0 | 30.0 | 45.0 | 30.0 | 30.0 |
| Max Q Clear Time (g_c+I1), s | 5.3 | 15.7 | 6.4 | 6.3 | 5.0 | 12.0 | 6.1 | 8.2 |
| Green Ext Time (p_c), s | 0.1 | 9.7 | 0.1 | 1.1 | 0.1 | 8.4 | 0.1 | 1.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 20.1 |
| HCM 6th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 2 | 892 | 85 | 39 | 952 | 4 | 158 | 1 | 80 | 1 | 1 | 2 |
| Future Volume (veh/h) | 2 | 892 | 85 | 39 | 952 | 4 | 158 | 1 | 80 | 1 | 1 | 2 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1841 | 1885 | 1856 | 1870 | 1900 | 1900 | 1900 | 1900 | 1900 | 418 | 418 |
| Adj Flow Rate, veh/h | 2 | 959 | 91 | 42 | 1024 | 4 | 170 | 1 | 86 | 1 | 1 | 2 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 0 | 4 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 100 |
| Cap, veh/h | 10 | 2529 | 804 | 59 | 2713 | 855 | 196 | 7 | 596 | 7 | 107 | 95 |
| Arrive On Green | 0.01 | 0.50 | 0.50 | 0.03 | 0.53 | 0.53 | 0.11 | 0.37 | 0.37 | 0.00 | 0.27 | 0.27 |
| Sat Flow, veh/h | 1810 | 5025 | 1598 | 1767 | 5106 | 1610 | 1810 | 19 | 1594 | 1810 | 397 | 354 |
| Grp Volume(v), veh/h | 2 | 959 | 91 | 42 | 1024 | 4 | 170 | 0 | 87 | 1 | 1 | 2 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1675 | 1598 | 1767 | 1702 | 1610 | 1810 | 0 | 1613 | 1810 | 397 | 354 |
| Q Serve(g_s), s | 0.2 | 21.9 | 5.6 | 4.4 | 22.0 | 0.2 | 17.3 | 0.0 | 6.7 | 0.1 | 0.3 | 0.8 |
| Cycle Q Clear(g_c), s | 0.2 | 21.9 | 5.6 | 4.4 | 22.0 | 0.2 | 17.3 | 0.0 | 6.7 | 0.1 | 0.3 | 0.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 10 | 2529 | 804 | 59 | 2713 | 855 | 196 | 0 | 603 | 7 | 107 | 95 |
| V/C Ratio(X) | 0.21 | 0.38 | 0.11 | 0.71 | 0.38 | 0.00 | 0.87 | 0.00 | 0.14 | 0.14 | 0.01 | 0.02 |
| Avail Cap(c_a), veh/h | 97 | 2529 | 804 | 208 | 2898 | 914 | 572 | 0 | 603 | 97 | 107 | 95 |
| 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 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 92.5 | 28.5 | 24.4 | 89.4 | 25.7 | 20.6 | 81.9 | 0.0 | 38.9 | 92.7 | 50.0 | 50.3 |
| Incr Delay (d2), s/veh | 10.3 | 0.4 | 0.3 | 14.8 | 0.1 | 0.0 | 10.9 | 0.0 | 0.5 | 8.3 | 0.2 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 9.1 | 2.3 | 2.3 | 9.2 | 0.1 | 8.7 | 0.0 | 2.8 | 0.1 | 0.0 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 102.8 | 28.9 | 24.7 | 104.2 | 25.8 | 20.6 | 92.8 | 0.0 | 39.4 | 101.0 | 50.1 | 50.7 |
| LnGrp LOS | F | C | C | F | C | C | F | A | D | F | D | D |
| Approach Vol, veh/h | | 1052 | | | 1070 | | | 257 | | | 4 | |
| Approach Delay, s/veh | | 28.7 | | | 28.8 | | | 74.7 | | | 63.2 | |
| Approach LOS | | C | | | C | | | E | | | E | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 4.8 | 73.8 | 10.2 | 98.0 | 24.3 | 54.3 | 5.0 | 103.2 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 9.5 | 69.3 | 21.5 | 93.5 | 58.5 | 20.3 | 9.5 | 105.5 |
| Max Q Clear Time (g_c+I1), s | 2.2 | 8.7 | 6.4 | 23.9 | 19.3 | 2.8 | 2.2 | 24.0 |
| Green Ext Time (p_c), s | 0.0 | 0.6 | 0.1 | 9.3 | 0.5 | 0.0 | 0.0 | 9.7 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 33.8 |
| HCM 6th LOS | C |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 34.6 |
| Intersection LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 105 | 367 | 26 | 27 | 292 | 17 | 23 | 164 | 34 | 14 | 122 | 92 |
| Future Vol, veh/h | 105 | 367 | 26 | 27 | 292 | 17 | 23 | 164 | 34 | 14 | 122 | 92 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 1 | 1 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 7 | 2 | 0 |
| Mvmt Flow | 111 | 386 | 27 | 28 | 307 | 18 | 24 | 173 | 36 | 15 | 128 | 97 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 3 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 3 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 3 | 1 | 2 |
| HCM Control Delay | 44.9 | 40.4 | 23.8 | 14 |
| HCM LOS | E | E | C | B |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 | SBLn2 | SBLn3 |
|---|---|---|---|---|---|---|---|
| Vol Left, % | 10% | 100% | 0% | 8% | 100% | 0% | 0% |
| Vol Thru, % | 74% | 0% | 93% | 87% | 0% | 100% | 0% |
| Vol Right, % | 15% | 0% | 7% | 5% | 0% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 221 | 105 | 393 | 336 | 14 | 122 | 92 |
| LT Vol | 23 | 105 | 0 | 27 | 14 | 0 | 0 |
| Through Vol | 164 | 0 | 367 | 292 | 0 | 122 | 0 |
| RT Vol | 34 | 0 | 26 | 17 | 0 | 0 | 92 |
| Lane Flow Rate | 233 | 111 | 414 | 354 | 15 | 128 | 97 |
| Geometry Grp | 8 | 8 | 8 | 8 | 7 | 7 | 7 |
| Degree of Util (X) | 0.584 | 0.263 | 0.919 | 0.826 | 0.038 | 0.307 | 0.211 |
| Departure Headway (Hd) | 9.045 | 8.56 | 7.998 | 8.406 | 9.209 | 8.602 | 7.84 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 398 | 419 | 455 | 431 | 388 | 417 | 457 |
| Service Time | 6.813 | 6.319 | 5.757 | 6.167 | 6.971 | 6.363 | 5.601 |
| HCM Lane V/C Ratio | 0.585 | 0.265 | 0.91 | 0.821 | 0.039 | 0.307 | 0.212 |
| HCM Control Delay | 23.8 | 14.4 | 53.1 | 40.4 | 12.3 | 15.2 | 12.7 |
| HCM Lane LOS | C | B | F | E | B | C | B |
| HCM 95th-tile Q | 3.6 | 1 | 10.4 | 7.7 | 0.1 | 1.3 | 0.8 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 30.5 |
| Intersection LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 12 | 233 | 20 | 33 | 255 | 32 | 34 | 172 | 43 | 36 | 163 | 11 |
| Future Vol, veh/h | 12 | 233 | 20 | 33 | 255 | 32 | 34 | 172 | 43 | 36 | 163 | 11 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Heavy Vehicles, % | 0 | 2 | 15 | 3 | 3 | 9 | 0 | 1 | 5 | 6 | 3 | 0 |
| Mvmt Flow | 14 | 281 | 24 | 40 | 307 | 39 | 41 | 207 | 52 | 43 | 196 | 13 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 3 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 3 | 2 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 3 | 1 | 2 |
| HCM Control Delay | 28.7 | 46.5 | 22.1 | 18.2 |
| HCM LOS | D | E | C | C |

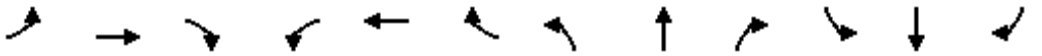
| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | WBLn1 | SBLn1 | SBLn2 | SBLn3 |
|---|---|---|---|---|---|---|---|---|
| Vol Left, % | 17% | 0% | 100% | 0% | 10% | 100% | 0% | 0% |
| Vol Thru, % | 83% | 0% | 0% | 92% | 80% | 0% | 100% | 0% |
| Vol Right, % | 0% | 100% | 0% | 8% | 10% | 0% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 206 | 43 | 12 | 253 | 320 | 36 | 163 | 11 |
| LT Vol | 34 | 0 | 12 | 0 | 33 | 36 | 0 | 0 |
| Through Vol | 172 | 0 | 0 | 233 | 255 | 0 | 163 | 0 |
| RT Vol | 0 | 43 | 0 | 20 | 32 | 0 | 0 | 11 |
| Lane Flow Rate | 248 | 52 | 14 | 305 | 386 | 43 | 196 | 13 |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Degree of Util (X) | 0.605 | 0.115 | 0.036 | 0.712 | 0.876 | 0.114 | 0.484 | 0.03 |
| Departure Headway (Hd) | 8.779 | 7.978 | 8.952 | 8.414 | 8.181 | 9.448 | 8.875 | 8.094 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 410 | 448 | 399 | 430 | 443 | 379 | 405 | 441 |
| Service Time | 6.549 | 5.747 | 6.719 | 6.181 | 5.943 | 7.221 | 6.647 | 5.865 |
| HCM Lane V/C Ratio | 0.605 | 0.116 | 0.035 | 0.709 | 0.871 | 0.113 | 0.484 | 0.029 |
| HCM Control Delay | 24.2 | 11.8 | 12.1 | 29.5 | 46.5 | 13.4 | 19.8 | 11.1 |
| HCM Lane LOS | C | B | B | D | E | B | C | B |
| HCM 95th-tile Q | 3.9 | 0.4 | 0.1 | 5.5 | 9.1 | 0.4 | 2.6 | 0.1 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 23 | 346 | 14 | 44 | 304 | 55 | 19 | 142 | 45 | 43 | 154 | 35 |
| Future Volume (veh/h) | 23 | 346 | 14 | 44 | 304 | 55 | 19 | 142 | 45 | 43 | 154 | 35 |
| 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 | 1841 | 1870 | 1900 | 1900 | 1870 | 1900 | 1900 | 1885 | 1900 | 1870 | 1885 | 1856 |
| Adj Flow Rate, veh/h | 24 | 360 | 15 | 46 | 317 | 57 | 20 | 148 | 47 | 45 | 160 | 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, % | 4 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 1 | 3 |
| Cap, veh/h | 73 | 571 | 491 | 112 | 609 | 518 | 67 | 338 | 288 | 109 | 383 | 319 |
| Arrive On Green | 0.04 | 0.31 | 0.31 | 0.06 | 0.33 | 0.33 | 0.04 | 0.18 | 0.18 | 0.06 | 0.20 | 0.20 |
| Sat Flow, veh/h | 1753 | 1870 | 1610 | 1810 | 1870 | 1590 | 1810 | 1885 | 1610 | 1781 | 1885 | 1572 |
| Grp Volume(v), veh/h | 24 | 360 | 15 | 46 | 317 | 57 | 20 | 148 | 47 | 45 | 160 | 36 |
| Grp Sat Flow(s),veh/h/ln | 1753 | 1870 | 1610 | 1810 | 1870 | 1590 | 1810 | 1885 | 1610 | 1781 | 1885 | 1572 |
| Q Serve(g_s), s | 0.5 | 6.8 | 0.3 | 1.0 | 5.6 | 1.0 | 0.4 | 2.9 | 1.0 | 1.0 | 3.0 | 0.8 |
| Cycle Q Clear(g_c), s | 0.5 | 6.8 | 0.3 | 1.0 | 5.6 | 1.0 | 0.4 | 2.9 | 1.0 | 1.0 | 3.0 | 0.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 73 | 571 | 491 | 112 | 609 | 518 | 67 | 338 | 288 | 109 | 383 | 319 |
| V/C Ratio(X) | 0.33 | 0.63 | 0.03 | 0.41 | 0.52 | 0.11 | 0.30 | 0.44 | 0.16 | 0.41 | 0.42 | 0.11 |
| Avail Cap(c_a), veh/h | 753 | 1895 | 1631 | 777 | 1895 | 1610 | 777 | 2141 | 1829 | 765 | 2141 | 1786 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.0 | 12.2 | 9.9 | 18.4 | 11.2 | 9.6 | 19.1 | 14.9 | 14.2 | 18.4 | 14.1 | 13.2 |
| Incr Delay (d2), s/veh | 1.0 | 1.2 | 0.0 | 0.9 | 0.7 | 0.1 | 0.9 | 0.9 | 0.3 | 0.9 | 0.7 | 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 | 0.2 | 2.4 | 0.1 | 0.4 | 1.9 | 0.3 | 0.2 | 1.1 | 0.3 | 0.4 | 1.1 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 20.0 | 13.3 | 10.0 | 19.3 | 11.8 | 9.7 | 20.0 | 15.8 | 14.4 | 19.4 | 14.9 | 13.4 |
| LnGrp LOS | B | B | A | B | B | A | C | B | B | B | B | B |
| Approach Vol, veh/h | | 399 | | | 420 | | | 215 | | | 241 | |
| Approach Delay, s/veh | | 13.6 | | | 12.4 | | | 15.9 | | | 15.5 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.5 | 11.3 | 6.5 | 16.4 | 5.5 | 12.3 | 5.7 | 17.3 |
| Change Period (Y+Rc), s | 4.5 | 5.3 | 4.5 | 5.3 | 4.5 | 5.3 | 4.5 | 5.3 |
| Max Green Setting (Gmax), s | 17.0 | 45.0 | 17.0 | 40.0 | 17.0 | 45.0 | 17.0 | 40.0 |
| Max Q Clear Time (g_c+I1), s | 3.0 | 4.9 | 3.0 | 8.8 | 2.4 | 5.0 | 2.5 | 7.6 |
| Green Ext Time (p_c), s | 0.0 | 1.0 | 0.0 | 2.4 | 0.0 | 1.1 | 0.0 | 2.2 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 13.9 |
| HCM 6th LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 42 | 11 | 132 | 33 | 3 | 7 | 131 | 453 | 229 | 44 | 222 | 34 |
| Future Volume (vph) | 42 | 11 | 132 | 33 | 3 | 7 | 131 | 453 | 229 | 44 | 222 | 34 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 0.98 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 1.00 |
| Flpb, ped/bikes | | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.90 | | 1.00 | 0.89 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.99 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1646 | | 1683 | 1522 | | 1805 | 1863 | 1573 | 1770 | 1845 | 1524 |
| Flt Permitted | | 0.93 | | 0.48 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1543 | | 856 | 1522 | | 1805 | 1863 | 1573 | 1770 | 1845 | 1524 |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 47 | 12 | 148 | 37 | 3 | 8 | 147 | 509 | 257 | 49 | 249 | 38 |
| RTOR Reduction (vph) | 0 | 58 | 0 | 0 | 6 | 0 | 0 | 0 | 90 | 0 | 0 | 23 |
| Lane Group Flow (vph) | 0 | 149 | 0 | 37 | 5 | 0 | 147 | 509 | 167 | 49 | 249 | 15 |
| Confl. Peds. (#/hr) | | | 14 | 14 | | | | | 4 | 4 | | |
| Confl. Bikes (#/hr) | | | | | | 1 | | | | | | |
| Heavy Vehicles (%) | 0% | 0% | 1% | 6% | 0% | 14% | 0% | 2% | 1% | 2% | 3% | 6% |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 13.0 | | 13.0 | 13.0 | | 12.2 | 32.2 | 32.2 | 5.8 | 25.8 | 25.8 |
| Effective Green, g (s) | | 15.0 | | 15.0 | 15.0 | | 14.2 | 35.2 | 35.2 | 7.8 | 28.8 | 28.8 |
| Actuated g/C Ratio | | 0.20 | | 0.20 | 0.20 | | 0.19 | 0.47 | 0.47 | 0.10 | 0.38 | 0.38 |
| Clearance Time (s) | | 6.0 | | 6.0 | 6.0 | | 6.0 | 7.0 | 7.0 | 6.0 | 7.0 | 7.0 |
| Vehicle Extension (s) | | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lane Grp Cap (vph) | | 306 | | 170 | 302 | | 339 | 869 | 734 | 183 | 704 | 582 |
| v/s Ratio Prot | | | | | 0.00 | | c0.08 | c0.27 | | 0.03 | 0.13 | |
| v/s Ratio Perm | | c0.10 | | 0.04 | | | | | 0.11 | | | 0.01 |
| v/c Ratio | | 0.49 | | 0.22 | 0.02 | | 0.43 | 0.59 | 0.23 | 0.27 | 0.35 | 0.02 |
| Uniform Delay, d1 | | 26.8 | | 25.3 | 24.3 | | 27.0 | 14.7 | 12.0 | 31.2 | 16.6 | 14.5 |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 0.4 | | 0.2 | 0.0 | | 0.3 | 0.7 | 0.1 | 0.3 | 0.1 | 0.0 |
| Delay (s) | | 27.2 | | 25.5 | 24.3 | | 27.4 | 15.4 | 12.0 | 31.5 | 16.8 | 14.5 |
| Level of Service | | C | | C | C | | C | B | B | C | B | B |
| Approach Delay (s) | | 27.2 | | | 25.2 | | | 16.4 | | | 18.7 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 18.7 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.52 | | |
| Actuated Cycle Length (s) | 75.4 | Sum of lost time (s) | 14.0 |
| Intersection Capacity Utilization | 56.7% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 4 | 0 | 15 | 16 | 1 | 58 | 7 | 784 | 96 | 47 | 316 | 1 |
| Future Vol, veh/h | 4 | 0 | 15 | 16 | 1 | 58 | 7 | 784 | 96 | 47 | 316 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 11 | 11 | 0 | 2 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | 150 | - | - | 110 | - | 175 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 7 | 0 | 0 | 2 | 40 | 1 | 1 | 0 | 3 | 0 |
| Mvmt Flow | 4 | 0 | 17 | 18 | 1 | 65 | 8 | 881 | 108 | 53 | 355 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 920 | 1479 | 357 | 1432 | 1426 | 506 | 358 | 0 | 0 | 1000 | 0 | 0 |
| Stage 1 | 463 | 463 | - | 962 | 962 | - | - | - | - | - | - | - |
| Stage 2 | 457 | 1016 | - | 470 | 464 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.3 | 6.5 | 6.305 | 7.3 | 6.5 | 6.93 | 4.7 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3665 | 3.5 | 4 | 3.319 | 2.58 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 241 | 127 | 673 | 104 | 137 | 512 | 991 | - | - | 700 | - | - |
| Stage 1 | 583 | 568 | - | 279 | 337 | - | - | - | - | - | - | - |
| Stage 2 | 558 | 318 | - | 578 | 567 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 195 | 115 | 672 | 94 | 124 | 507 | 989 | - | - | 693 | - | - |
| Mov Cap-2 Maneuver | 195 | 115 | - | 94 | 124 | - | - | - | - | - | - | - |
| Stage 1 | 577 | 524 | - | 274 | 331 | - | - | - | - | - | - | - |
| Stage 2 | 481 | 312 | - | 520 | 523 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 13.5 | 22 | 0.1 | 1.4 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 989 | - | - | 444 | 95 | 507 | 693 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.048 | 0.201 | 0.129 | 0.076 | - | - |
| HCM Control Delay (s) | 8.7 | - | - | 13.5 | 52.2 | 13.1 | 10.6 | - | - |
| HCM Lane LOS | A | - | - | B | F | B | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.7 | 0.4 | 0.2 | - | - |

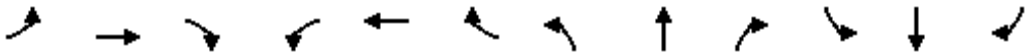
| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 247 | 19 | 71 | 223 | 29 | 84 |
| Future Vol, veh/h | 247 | 19 | 71 | 223 | 29 | 84 |
| Conflicting Peds, #/hr | 0 | 2 | 2 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 200 | - | 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 | 11 | 0 | 5 | 10 | 1 |
| Mvmt Flow | 268 | 21 | 77 | 242 | 32 | 91 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 291 | 0 | 677 | 147 |
| Stage 1 | - | - | - | - | 281 | - |
| Stage 2 | - | - | - | - | 396 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.75 | 6.915 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.95 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.55 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.595 | 3.3095 |
| Pot Cap-1 Maneuver | - | - | 1282 | - | 387 | 877 |
| Stage 1 | - | - | - | - | 722 | - |
| Stage 2 | - | - | - | - | 658 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1280 | - | 363 | 875 |
| Mov Cap-2 Maneuver | - | - | - | - | 363 | - |
| Stage 1 | - | - | - | - | 721 | - |
| Stage 2 | - | - | - | - | 619 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1.9 | 11.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 363 | 875 | - | - | 1280 | - |
| HCM Lane V/C Ratio | 0.087 | 0.104 | - | - | 0.06 | - |
| HCM Control Delay (s) | 15.9 | 9.6 | - | - | 8 | - |
| HCM Lane LOS | C | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.3 | 0.3 | - | - | 0.2 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 180 | 446 | 421 | 172 | 703 | 261 | 311 | 502 | 90 | 77 | 273 | 52 |
| Future Volume (veh/h) | 180 | 446 | 421 | 172 | 703 | 261 | 311 | 502 | 90 | 77 | 273 | 52 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 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 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1885 | 1841 | 1841 | 1870 | 1870 | 1900 | 1885 | 1885 | 1870 | 1856 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 188 | 465 | 439 | 179 | 732 | 272 | 324 | 523 | 94 | 80 | 284 | 54 |
| 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, % | 1 | 4 | 4 | 2 | 2 | 0 | 1 | 1 | 2 | 3 | 2 | 2 |
| Cap, veh/h | 313 | 1710 | 530 | 303 | 1725 | 543 | 384 | 1114 | 486 | 124 | 498 | 93 |
| Arrive On Green | 0.09 | 0.34 | 0.34 | 0.09 | 0.34 | 0.34 | 0.21 | 0.31 | 0.31 | 0.07 | 0.17 | 0.14 |
| Sat Flow, veh/h | 3483 | 5025 | 1559 | 3456 | 5106 | 1609 | 1795 | 3582 | 1562 | 1767 | 2984 | 559 |
| Grp Volume(v), veh/h | 188 | 465 | 439 | 179 | 732 | 272 | 324 | 523 | 94 | 80 | 167 | 171 |
| Grp Sat Flow(s),veh/h/ln | 1742 | 1675 | 1559 | 1728 | 1702 | 1609 | 1795 | 1791 | 1562 | 1767 | 1777 | 1767 |
| Q Serve(g_s), s | 4.3 | 5.6 | 21.6 | 4.2 | 9.3 | 11.3 | 14.5 | 9.9 | 3.7 | 3.7 | 7.3 | 7.5 |
| Cycle Q Clear(g_c), s | 4.3 | 5.6 | 21.6 | 4.2 | 9.3 | 11.3 | 14.5 | 9.9 | 3.7 | 3.7 | 7.3 | 7.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.32 |
| Lane Grp Cap(c), veh/h | 313 | 1710 | 530 | 303 | 1725 | 543 | 384 | 1114 | 486 | 124 | 297 | 295 |
| V/C Ratio(X) | 0.60 | 0.27 | 0.83 | 0.59 | 0.42 | 0.50 | 0.84 | 0.47 | 0.19 | 0.65 | 0.56 | 0.58 |
| Avail Cap(c_a), veh/h | 874 | 2523 | 782 | 867 | 2563 | 808 | 773 | 2440 | 1064 | 444 | 892 | 887 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 36.6 | 20.1 | 25.4 | 36.7 | 21.4 | 22.1 | 31.5 | 23.3 | 21.1 | 37.9 | 32.1 | 32.4 |
| Incr Delay (d2), s/veh | 0.7 | 0.0 | 3.0 | 0.7 | 0.1 | 0.3 | 2.0 | 0.1 | 0.1 | 2.1 | 0.6 | 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 | 1.8 | 2.1 | 8.0 | 1.8 | 3.6 | 4.1 | 6.3 | 4.0 | 1.3 | 1.6 | 3.1 | 3.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 37.3 | 20.1 | 28.4 | 37.4 | 21.5 | 22.3 | 33.5 | 23.4 | 21.2 | 40.0 | 32.7 | 33.1 |
| LnGrp LOS | D | C | C | D | C | C | C | C | C | D | C | C |
| Approach Vol, veh/h | | 1092 | | | 1183 | | | 941 | | | 418 | |
| Approach Delay, s/veh | | 26.4 | | | 24.1 | | | 26.6 | | | 34.3 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.3 | 32.5 | 21.9 | 18.0 | 11.5 | 32.3 | 9.9 | 30.0 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | 5.0 | 6.0 | 5.0 | 6.0 | 5.0 | 6.0 |
| Max Green Setting (Gmax), s | 20.0 | 40.0 | 35.0 | 40.0 | 20.0 | 40.0 | 20.0 | 55.0 |
| Max Q Clear Time (g_c+I1), s | 6.2 | 23.6 | 16.5 | 9.5 | 6.3 | 13.3 | 5.7 | 11.9 |
| Green Ext Time (p_c), s | 0.3 | 2.8 | 0.4 | 1.3 | 0.3 | 4.2 | 0.1 | 2.7 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 26.6 |
| HCM 6th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 46 | 195 | 86 | 150 | 211 | 183 | 83 | 672 | 160 | 127 | 612 | 28 |
| Future Volume (veh/h) | 46 | 195 | 86 | 150 | 211 | 183 | 83 | 672 | 160 | 127 | 612 | 28 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.96 | 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 | 1796 | 1885 | 1900 | 1885 | 1900 | 1885 | 1870 | 1870 | 1870 | 1781 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 50 | 212 | 93 | 163 | 229 | 199 | 90 | 730 | 0 | 138 | 665 | 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, % | 7 | 1 | 0 | 1 | 0 | 1 | 2 | 2 | 2 | 8 | 3 | 3 |
| Cap, veh/h | 82 | 477 | 389 | 228 | 631 | 518 | 141 | 1108 | | 186 | 1164 | |
| Arrive On Green | 0.05 | 0.25 | 0.25 | 0.13 | 0.33 | 0.33 | 0.08 | 0.31 | 0.00 | 0.11 | 0.33 | 0.00 |
| Sat Flow, veh/h | 1711 | 1885 | 1539 | 1795 | 1900 | 1559 | 1781 | 3647 | 0 | 1697 | 3618 | 0 |
| Grp Volume(v), veh/h | 50 | 212 | 93 | 163 | 229 | 199 | 90 | 730 | 0 | 138 | 665 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1711 | 1885 | 1539 | 1795 | 1900 | 1559 | 1781 | 1777 | 0 | 1697 | 1763 | 0 |
| Q Serve(g_s), s | 2.3 | 7.6 | 3.9 | 7.0 | 7.4 | 7.9 | 4.0 | 14.3 | 0.0 | 6.4 | 12.6 | 0.0 |
| Cycle Q Clear(g_c), s | 2.3 | 7.6 | 3.9 | 7.0 | 7.4 | 7.9 | 4.0 | 14.3 | 0.0 | 6.4 | 12.6 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 82 | 477 | 389 | 228 | 631 | 518 | 141 | 1108 | | 186 | 1164 | |
| V/C Ratio(X) | 0.61 | 0.44 | 0.24 | 0.71 | 0.36 | 0.38 | 0.64 | 0.66 | | 0.74 | 0.57 | |
| Avail Cap(c_a), veh/h | 753 | 958 | 782 | 913 | 966 | 792 | 1127 | 2292 | | 852 | 2273 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 37.6 | 25.3 | 23.9 | 33.8 | 20.5 | 20.6 | 36.0 | 24.0 | 0.0 | 34.8 | 22.3 | 0.0 |
| Incr Delay (d2), s/veh | 7.1 | 0.7 | 0.3 | 4.1 | 0.4 | 0.5 | 4.8 | 0.7 | 0.0 | 5.7 | 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 | 1.1 | 3.4 | 1.4 | 3.2 | 3.2 | 2.8 | 1.9 | 5.9 | 0.0 | 2.9 | 5.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 44.7 | 26.0 | 24.3 | 37.9 | 20.8 | 21.1 | 40.8 | 24.7 | 0.0 | 40.5 | 22.7 | 0.0 |
| LnGrp LOS | D | C | C | D | C | C | D | C | | D | C | |
| Approach Vol, veh/h | | 355 | | | 591 | | | 820 | A | | 803 | A |
| Approach Delay, s/veh | | 28.2 | | | 25.6 | | | 26.5 | | | 25.8 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.8 | 29.1 | 14.2 | 24.4 | 11.4 | 30.6 | 7.9 | 30.8 |
| Change Period (Y+Rc), s | 4.5 | 6.0 | 5.0 | 5.0 | 6.0 | 6.0 | 4.5 | 5.0 |
| Max Green Setting (Gmax), s | 10.6 | 50.0 | 40.0 | 40.0 | 50.0 | 50.0 | 35.0 | 40.0 |
| Max Q Clear Time (g_c+I1), s | 8.4 | 16.3 | 9.0 | 9.6 | 6.0 | 14.6 | 4.3 | 9.9 |
| Green Ext Time (p_c), s | 0.4 | 5.8 | 0.5 | 1.6 | 0.2 | 5.2 | 0.1 | 2.1 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 26.3 |
| HCM 6th LOS | C |

**Notes**

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 244 | 63 | 79 | 8 | 46 | 11 | 48 | 692 | 4 | 7 | 750 | 185 |
| Future Volume (veh/h) | 244 | 63 | 79 | 8 | 46 | 11 | 48 | 692 | 4 | 7 | 750 | 185 |
| 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 | 1.00 | | 0.96 | 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 | 1826 | 1900 | 1900 | 1796 | 1796 | 1870 | 1870 | 1870 | 1900 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 265 | 68 | 86 | 9 | 50 | 12 | 52 | 752 | 4 | 8 | 815 | 201 |
| 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 | 5 | 0 | 0 | 7 | 7 | 2 | 2 | 2 | 0 | 3 | 3 |
| Cap, veh/h | 315 | 540 | 473 | 26 | 186 | 45 | 85 | 1638 | 9 | 24 | 1163 | 287 |
| Arrive On Green | 0.18 | 0.30 | 0.30 | 0.01 | 0.13 | 0.13 | 0.05 | 0.45 | 0.43 | 0.01 | 0.42 | 0.40 |
| Sat Flow, veh/h | 1781 | 1826 | 1597 | 1810 | 1394 | 335 | 1781 | 3623 | 19 | 1810 | 2787 | 687 |
| Grp Volume(v), veh/h | 265 | 68 | 86 | 9 | 0 | 62 | 52 | 369 | 387 | 8 | 515 | 501 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1826 | 1597 | 1810 | 0 | 1729 | 1781 | 1777 | 1866 | 1810 | 1763 | 1712 |
| Q Serve(g_s), s | 10.2 | 1.9 | 2.9 | 0.4 | 0.0 | 2.3 | 2.0 | 10.2 | 10.2 | 0.3 | 17.1 | 17.2 |
| Cycle Q Clear(g_c), s | 10.2 | 1.9 | 2.9 | 0.4 | 0.0 | 2.3 | 2.0 | 10.2 | 10.2 | 0.3 | 17.1 | 17.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.19 | 1.00 | | 0.01 | 1.00 | | 0.40 |
| Lane Grp Cap(c), veh/h | 315 | 540 | 473 | 26 | 0 | 231 | 85 | 803 | 843 | 24 | 735 | 714 |
| V/C Ratio(X) | 0.84 | 0.13 | 0.18 | 0.35 | 0.00 | 0.27 | 0.61 | 0.46 | 0.46 | 0.34 | 0.70 | 0.70 |
| Avail Cap(c_a), veh/h | 630 | 774 | 677 | 640 | 0 | 733 | 630 | 1155 | 1213 | 640 | 1146 | 1113 |
| 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 | 28.4 | 18.3 | 18.7 | 34.8 | 0.0 | 27.7 | 33.2 | 13.5 | 13.5 | 34.8 | 17.1 | 17.3 |
| Incr Delay (d2), s/veh | 2.4 | 0.1 | 0.2 | 3.0 | 0.0 | 0.7 | 2.6 | 0.5 | 0.5 | 3.1 | 1.5 | 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 | 4.4 | 0.8 | 1.0 | 0.2 | 0.0 | 1.0 | 0.9 | 3.8 | 4.0 | 0.2 | 6.6 | 6.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 30.7 | 18.5 | 18.9 | 37.7 | 0.0 | 28.5 | 35.8 | 14.0 | 14.0 | 37.9 | 18.6 | 18.9 |
| LnGrp LOS | C | B | B | D | A | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 419 | | | 71 | | | 808 | | | 1024 | |
| Approach Delay, s/veh | | 26.3 | | | 29.7 | | | 15.4 | | | 18.9 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 4.9 | 36.2 | 5.0 | 25.1 | 7.4 | 33.7 | 16.6 | 13.5 |
| Change Period (Y+Rc), s | * 4.2 | 5.3 | * 4.2 | * 4.2 | * 4.2 | 5.3 | * 4.2 | * 4.2 |
| Max Green Setting (Gmax), s | * 25 | 45.0 | * 25 | * 30 | * 25 | 45.0 | * 25 | * 30 |
| Max Q Clear Time (g_c+I1), s | 12.3 | 12.2 | 2.4 | 4.9 | 4.0 | 19.2 | 12.2 | 4.3 |
| Green Ext Time (p_c), s | 0.0 | 6.5 | 0.0 | 0.7 | 0.0 | 9.2 | 0.2 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 19.3 |
| HCM 6th LOS | B |

**Notes**

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 53 | 224 | 49 | 85 | 277 | 81 | 40 | 567 | 48 | 57 | 661 | 55 |
| Future Volume (veh/h) | 53 | 224 | 49 | 85 | 277 | 81 | 40 | 567 | 48 | 57 | 661 | 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 | | 0.99 | 1.00 | | 0.97 | 1.00 | | 0.97 |
| 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 | 1885 | 1885 | 1900 | 1826 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 62 | 260 | 57 | 99 | 322 | 94 | 47 | 659 | 56 | 66 | 769 | 64 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 1 | 1 | 0 | 5 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 267 | 569 | 481 | 330 | 602 | 507 | 128 | 1428 | 121 | 121 | 1361 | 113 |
| Arrive On Green | 0.30 | 0.30 | 0.30 | 0.32 | 0.32 | 0.32 | 0.07 | 0.43 | 0.40 | 0.07 | 0.41 | 0.40 |
| Sat Flow, veh/h | 970 | 1870 | 1583 | 1070 | 1885 | 1588 | 1739 | 3306 | 281 | 1781 | 3313 | 276 |
| Grp Volume(v), veh/h | 62 | 260 | 57 | 99 | 322 | 94 | 47 | 354 | 361 | 66 | 412 | 421 |
| Grp Sat Flow(s),veh/h/ln | 970 | 1870 | 1583 | 1070 | 1885 | 1588 | 1739 | 1777 | 1810 | 1781 | 1777 | 1811 |
| Q Serve(g_s), s | 3.8 | 7.5 | 1.7 | 5.4 | 9.3 | 2.8 | 1.7 | 9.4 | 9.4 | 2.4 | 11.8 | 11.8 |
| Cycle Q Clear(g_c), s | 13.1 | 7.5 | 1.7 | 12.8 | 9.3 | 2.8 | 1.7 | 9.4 | 9.4 | 2.4 | 11.8 | 11.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.16 | 1.00 | | 0.15 |
| Lane Grp Cap(c), veh/h | 267 | 569 | 481 | 330 | 602 | 507 | 128 | 767 | 782 | 121 | 730 | 744 |
| V/C Ratio(X) | 0.23 | 0.46 | 0.12 | 0.30 | 0.54 | 0.19 | 0.37 | 0.46 | 0.46 | 0.54 | 0.56 | 0.57 |
| Avail Cap(c_a), veh/h | 719 | 1439 | 1218 | 812 | 1450 | 1222 | 839 | 1394 | 1420 | 833 | 1367 | 1393 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.8 | 18.7 | 16.7 | 23.0 | 18.5 | 16.3 | 29.2 | 13.4 | 13.5 | 29.9 | 15.0 | 15.0 |
| Incr Delay (d2), s/veh | 0.6 | 0.8 | 0.2 | 0.7 | 1.1 | 0.2 | 0.6 | 0.9 | 0.9 | 1.4 | 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 | 0.9 | 3.1 | 0.6 | 1.3 | 3.9 | 1.0 | 0.7 | 3.5 | 3.6 | 1.0 | 4.6 | 4.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 25.4 | 19.5 | 16.8 | 23.7 | 19.6 | 16.6 | 29.9 | 14.3 | 14.4 | 31.3 | 16.4 | 16.5 |
| LnGrp LOS | C | B | B | C | B | B | C | B | B | C | B | B |
| Approach Vol, veh/h | | 379 | | | 515 | | | 762 | | | 899 | |
| Approach Delay, s/veh | | 20.0 | | | 19.8 | | | 15.3 | | | 17.6 | |
| Approach LOS | | C | | | B | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.5 | 32.6 | | 25.2 | 8.9 | 32.3 | | 25.2 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | | * 6 | 6.0 | * 6 | | 6.0 |
| Max Green Setting (Gmax), s | 30.6 | 50.0 | | * 50 | 30.0 | * 50 | | 49.0 |
| Max Q Clear Time (g_c+I1), s | 4.4 | 11.4 | | 15.1 | 3.7 | 13.8 | | 14.8 |
| Green Ext Time (p_c), s | 0.0 | 10.4 | | 3.2 | 0.0 | 12.4 | | 4.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 17.7 |
| HCM 6th LOS | B |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 47 | 299 | 55 | 84 | 348 | 127 | 45 | 513 | 105 | 143 | 538 | 71 |
| Future Volume (veh/h) | 47 | 299 | 55 | 84 | 348 | 127 | 45 | 513 | 105 | 143 | 538 | 71 |
| 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 | 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 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1870 | 1870 | 1870 | 1870 | 1870 | 1841 | 1870 | 1870 | 1826 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 49 | 315 | 58 | 88 | 366 | 134 | 47 | 540 | 111 | 151 | 566 | 75 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 2 | 2 | 2 | 4 | 2 | 2 | 5 | 2 | 2 |
| Cap, veh/h | 110 | 661 | 120 | 140 | 607 | 219 | 104 | 965 | 198 | 215 | 1242 | 164 |
| Arrive On Green | 0.06 | 0.22 | 0.21 | 0.08 | 0.24 | 0.22 | 0.06 | 0.33 | 0.31 | 0.12 | 0.39 | 0.38 |
| Sat Flow, veh/h | 1810 | 2998 | 545 | 1781 | 2543 | 915 | 1753 | 2929 | 600 | 1739 | 3154 | 417 |
| Grp Volume(v), veh/h | 49 | 185 | 188 | 88 | 254 | 246 | 47 | 327 | 324 | 151 | 318 | 323 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1777 | 1766 | 1781 | 1777 | 1681 | 1753 | 1777 | 1752 | 1739 | 1777 | 1795 |
| Q Serve(g_s), s | 1.7 | 5.9 | 6.0 | 3.1 | 8.2 | 8.5 | 1.7 | 9.8 | 9.9 | 5.4 | 8.6 | 8.6 |
| Cycle Q Clear(g_c), s | 1.7 | 5.9 | 6.0 | 3.1 | 8.2 | 8.5 | 1.7 | 9.8 | 9.9 | 5.4 | 8.6 | 8.6 |
| Prop In Lane | 1.00 | | 0.31 | 1.00 | | 0.54 | 1.00 | | 0.34 | 1.00 | | 0.23 |
| Lane Grp Cap(c), veh/h | 110 | 392 | 390 | 140 | 424 | 401 | 104 | 585 | 577 | 215 | 699 | 706 |
| V/C Ratio(X) | 0.45 | 0.47 | 0.48 | 0.63 | 0.60 | 0.61 | 0.45 | 0.56 | 0.56 | 0.70 | 0.45 | 0.46 |
| Avail Cap(c_a), veh/h | 728 | 989 | 983 | 716 | 989 | 936 | 705 | 1127 | 1111 | 699 | 1127 | 1138 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.3 | 21.9 | 22.1 | 28.9 | 21.9 | 22.2 | 29.4 | 17.8 | 18.0 | 27.2 | 14.5 | 14.6 |
| Incr Delay (d2), s/veh | 1.1 | 0.9 | 0.9 | 1.7 | 1.4 | 1.5 | 1.1 | 1.8 | 1.8 | 1.6 | 1.0 | 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 | 0.7 | 2.4 | 2.4 | 1.3 | 3.4 | 3.3 | 0.7 | 4.0 | 4.0 | 2.2 | 3.3 | 3.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 30.4 | 22.8 | 23.0 | 30.6 | 23.2 | 23.7 | 30.5 | 19.6 | 19.8 | 28.7 | 15.5 | 15.6 |
| LnGrp LOS | C | C | C | C | C | C | C | B | B | C | B | B |
| Approach Vol, veh/h | | 422 | | | 588 | | | 698 | | | 792 | |
| Approach Delay, s/veh | | 23.8 | | | 24.5 | | | 20.4 | | | 18.0 | |
| Approach LOS | | C | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.0 | 25.3 | 9.1 | 18.3 | 7.9 | 29.5 | 7.9 | 19.4 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 25.0 | 40.0 | 25.0 | 35.0 | 25.0 | 40.0 | 25.0 | 35.0 |
| Max Q Clear Time (g_c+I1), s | 7.4 | 11.9 | 5.1 | 8.0 | 3.7 | 10.6 | 3.7 | 10.5 |
| Green Ext Time (p_c), s | 0.1 | 8.4 | 0.1 | 2.3 | 0.0 | 8.3 | 0.0 | 3.2 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 21.2 |
| HCM 6th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 475 | 238 | 153 | 965 | 0 | 308 | 1 | 138 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 475 | 238 | 153 | 965 | 0 | 308 | 1 | 138 | 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 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1826 | 1885 | 1885 | 1885 | 1885 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 0 | 579 | 290 | 187 | 1177 | 0 | 376 | 1 | 168 | 0 | 0 | 0 |
| 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, % | 0 | 5 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 3 | 1316 | 605 | 222 | 2070 | 0 | 466 | 3 | 437 | 3 | 4 | 0 |
| Arrive On Green | 0.00 | 0.38 | 0.38 | 0.12 | 0.58 | 0.00 | 0.26 | 0.27 | 0.25 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1810 | 3469 | 1596 | 1795 | 3676 | 0 | 1810 | 10 | 1602 | 1810 | 1900 | 0 |
| Grp Volume(v), veh/h | 0 | 579 | 290 | 187 | 1177 | 0 | 376 | 0 | 169 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1735 | 1596 | 1795 | 1791 | 0 | 1810 | 0 | 1612 | 1810 | 1900 | 0 |
| Q Serve(g_s), s | 0.0 | 6.7 | 7.4 | 5.5 | 11.1 | 0.0 | 10.4 | 0.0 | 4.6 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 6.7 | 7.4 | 5.5 | 11.1 | 0.0 | 10.4 | 0.0 | 4.6 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 0.99 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 3 | 1316 | 605 | 222 | 2070 | 0 | 466 | 0 | 439 | 3 | 4 | 0 |
| V/C Ratio(X) | 0.00 | 0.44 | 0.48 | 0.84 | 0.57 | 0.00 | 0.81 | 0.00 | 0.38 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 828 | 3046 | 1401 | 990 | 3480 | 0 | 1021 | 0 | 933 | 1048 | 1072 | 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 | 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 | 0.0 | 12.4 | 12.6 | 22.9 | 7.1 | 0.0 | 18.6 | 0.0 | 16.3 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.3 | 0.8 | 3.3 | 0.4 | 0.0 | 1.3 | 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 | 0.0 | 2.3 | 2.4 | 2.3 | 3.1 | 0.0 | 4.0 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 12.7 | 13.4 | 26.2 | 7.5 | 0.0 | 19.9 | 0.0 | 16.5 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | A | B | B | C | A | A | B | A | B | A | A | A |
| Approach Vol, veh/h | | 869 | | | 1364 | | | 545 | | | 0 | |
| Approach Delay, s/veh | | 12.9 | | | 10.0 | | | 18.8 | | | 0.0 | |
| Approach LOS | | B | | | B | | | B | | | | |

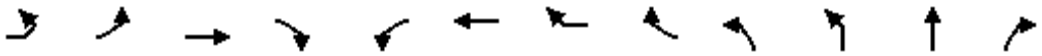
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.6 | 24.3 | | 0.0 | 0.0 | 34.9 | | 18.6 |
| Change Period (Y+Rc), s | 3.5 | 6.0 | | * 4.2 | 3.5 | 6.0 | | 5.0 |
| Max Green Setting (Gmax), s | 30.0 | 45.0 | | * 30 | 25.0 | 50.0 | | 30.0 |
| Max Q Clear Time (g_c+I1), s | 7.5 | 9.4 | | 0.0 | 0.0 | 13.1 | | 12.4 |
| Green Ext Time (p_c), s | 0.1 | 8.5 | | 0.0 | 0.0 | 15.9 | | 1.2 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 12.7 |
| HCM 6th LOS | B |

**Notes**

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



| Movement | EBL2 | EBL | EBT | EBR | WBL | WBT | WBR | WBR2 | NBL2 | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 2 | 19 | 48 | 15 | 14 | 60 | 61 | 6 | 7 | 243 | 193 | 5 |
| Future Volume (vph) | 2 | 19 | 48 | 15 | 14 | 60 | 61 | 6 | 7 | 243 | 193 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.0 | | | 4.0 | | | | 4.0 | 4.0 | |
| Lane Util. Factor | | | 1.00 | | | 1.00 | | | | 1.00 | 1.00 | |
| Frpb, ped/bikes | | | 0.99 | | | 0.98 | | | | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | 1.00 | | | | 1.00 | 1.00 | |
| Frt | | | 0.98 | | | 0.94 | | | | 1.00 | 1.00 | |
| Flt Protected | | | 0.99 | | | 0.99 | | | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 1754 | | | 1697 | | | | 1771 | 1872 | |
| Flt Permitted | | | 0.85 | | | 0.97 | | | | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 1512 | | | 1646 | | | | 1771 | 1872 | |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 2 | 21 | 54 | 17 | 16 | 67 | 69 | 7 | 8 | 273 | 217 | 6 |
| RTOR Reduction (vph) | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 89 | 0 | 0 | 158 | 0 | 0 | 0 | 281 | 222 | 0 |
| Confl. Peds. (#/hr) | 2 | 5 | | 4 | 4 | | 2 | 5 | 9 | 2 | | 6 |
| Confl. Bikes (#/hr) | | | | 1 | | | | | | | | 4 |
| Heavy Vehicles (%) | 0% | 0% | 6% | 0% | 14% | 0% | 0% | 17% | 0% | 2% | 1% | 0% |
| Turn Type | Perm | Perm | NA | | Perm | NA | | | Split | Split | NA | |
| Protected Phases | | | 4 | | | 4 | | | 2 | 2 | 2 | |
| Permitted Phases | 4 | 4 | | | 4 | | | | | | | |
| Actuated Green, G (s) | | | 15.1 | | | 15.1 | | | | 23.3 | 23.3 | |
| Effective Green, g (s) | | | 16.2 | | | 16.2 | | | | 24.9 | 24.9 | |
| Actuated g/C Ratio | | | 0.16 | | | 0.16 | | | | 0.24 | 0.24 | |
| Clearance Time (s) | | | 5.1 | | | 5.1 | | | | 5.6 | 5.6 | |
| Vehicle Extension (s) | | | 2.0 | | | 2.0 | | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 234 | | | 255 | | | | 422 | 446 | |
| v/s Ratio Prot | | | | | | | | | | c0.16 | 0.12 | |
| v/s Ratio Perm | | | 0.06 | | | c0.10 | | | | | | |
| v/c Ratio | | | 0.38 | | | 0.62 | | | | 0.67 | 0.50 | |
| Uniform Delay, d1 | | | 39.5 | | | 41.2 | | | | 35.9 | 34.3 | |
| Progression Factor | | | 1.00 | | | 1.00 | | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.4 | | | 3.3 | | | | 3.9 | 0.9 | |
| Delay (s) | | | 39.9 | | | 44.5 | | | | 39.9 | 35.2 | |
| Level of Service | | | D | | | D | | | | D | D | |
| Approach Delay (s) | | | 39.9 | | | 44.5 | | | | | 37.8 | |
| Approach LOS | | | D | | | D | | | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 39.5 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.66 | | |
| Actuated Cycle Length (s) | 104.3 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 70.0% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | SBL | SBT | SBR | SBR2 | SEL2 | SEL | SER |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 7 | 261 | 38 | 2 | 1 | 42 | 157 |
| Future Volume (vph) | 7 | 261 | 38 | 2 | 1 | 42 | 157 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | | | 1.00 | 1.00 |
| Frpb, ped/bikes | | 0.99 | | | | 1.00 | 0.97 |
| Flpb, ped/bikes | | 1.00 | | | | 1.00 | 1.00 |
| Frt | | 0.98 | | | | 1.00 | 0.85 |
| Flt Protected | | 1.00 | | | | 0.95 | 1.00 |
| Satd. Flow (prot) | | 1842 | | | | 1770 | 1483 |
| Flt Permitted | | 1.00 | | | | 0.95 | 1.00 |
| Satd. Flow (perm) | | 1842 | | | | 1770 | 1483 |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 8 | 293 | 43 | 2 | 1 | 47 | 176 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 346 | 0 | 0 | 0 | 48 | 176 |
| Confl. Peds. (#/hr) | 6 | | 9 | 2 | 5 | 6 | 4 |
| Confl. Bikes (#/hr) | | | | | | | |
| Heavy Vehicles (%) | 14% | 0% | 3% | 0% | 0% | 2% | 6% |
| Turn Type | Split | NA | | | Prot | Prot | Perm |
| Protected Phases | 3 | 3 | | | 1 | 1 | |
| Permitted Phases | | | | | | | 1 |
| Actuated Green, G (s) | | 26.2 | | | | 17.8 | 17.8 |
| Effective Green, g (s) | | 27.8 | | | | 19.4 | 19.4 |
| Actuated g/C Ratio | | 0.27 | | | | 0.19 | 0.19 |
| Clearance Time (s) | | 5.6 | | | | 5.6 | 5.6 |
| Vehicle Extension (s) | | 2.0 | | | | 2.0 | 2.0 |
| Lane Grp Cap (vph) | | 490 | | | | 329 | 275 |
| v/s Ratio Prot | | c0.19 | | | | 0.03 | |
| v/s Ratio Perm | | | | | | | c0.12 |
| v/c Ratio | | 0.71 | | | | 0.15 | 0.64 |
| Uniform Delay, d1 | | 34.6 | | | | 35.5 | 39.2 |
| Progression Factor | | 1.00 | | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | 3.8 | | | | 0.1 | 3.8 |
| Delay (s) | | 38.3 | | | | 35.6 | 43.0 |
| Level of Service | | D | | | | D | D |
| Approach Delay (s) | | 38.3 | | | | 41.4 | |
| Approach LOS | | D | | | | D | |

| Intersection Summary |
|---|



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 32 | 202 | 77 | 77 | 268 | 118 | 76 | 333 | 70 | 59 | 363 | 29 |
| Future Volume (veh/h) | 32 | 202 | 77 | 77 | 268 | 118 | 76 | 333 | 70 | 59 | 363 | 29 |
| 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 | | 0.96 | 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 | 1900 | 1870 | 1856 | 1900 | 1885 | 1885 | 1885 | 1870 | 1885 | 1870 | 1841 | 1841 |
| Adj Flow Rate, veh/h | 35 | 220 | 84 | 84 | 291 | 128 | 83 | 362 | 76 | 64 | 395 | 32 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 2 | 3 | 0 | 1 | 1 | 1 | 2 | 1 | 2 | 4 | 4 |
| Cap, veh/h | 36 | 422 | 348 | 87 | 613 | 262 | 86 | 545 | 464 | 68 | 923 | 74 |
| Arrive On Green | 0.02 | 0.23 | 0.23 | 0.05 | 0.25 | 0.22 | 0.05 | 0.29 | 0.30 | 0.04 | 0.28 | 0.26 |
| Sat Flow, veh/h | 1810 | 1870 | 1540 | 1810 | 2415 | 1031 | 1795 | 1870 | 1542 | 1781 | 3271 | 264 |
| Grp Volume(v), veh/h | 35 | 220 | 84 | 84 | 214 | 205 | 83 | 362 | 76 | 64 | 210 | 217 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1870 | 1540 | 1810 | 1791 | 1656 | 1795 | 1870 | 1542 | 1781 | 1749 | 1786 |
| Q Serve(g_s), s | 0.8 | 4.2 | 1.8 | 1.9 | 4.1 | 4.3 | 1.9 | 6.9 | 1.5 | 1.4 | 4.0 | 4.0 |
| Cycle Q Clear(g_c), s | 0.8 | 4.2 | 1.8 | 1.9 | 4.1 | 4.3 | 1.9 | 6.9 | 1.5 | 1.4 | 4.0 | 4.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.62 | 1.00 | | 1.00 | 1.00 | | 0.15 |
| Lane Grp Cap(c), veh/h | 36 | 422 | 348 | 87 | 455 | 420 | 86 | 545 | 464 | 68 | 493 | 504 |
| V/C Ratio(X) | 0.98 | 0.52 | 0.24 | 0.97 | 0.47 | 0.49 | 0.97 | 0.66 | 0.16 | 0.94 | 0.43 | 0.43 |
| Avail Cap(c_a), veh/h | 1099 | 1915 | 1576 | 1099 | 1833 | 1695 | 1090 | 1664 | 1387 | 1082 | 1556 | 1589 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.8 | 13.7 | 12.8 | 19.2 | 12.7 | 13.2 | 19.2 | 12.6 | 10.4 | 19.4 | 11.8 | 11.9 |
| Incr Delay (d2), s/veh | 37.4 | 0.4 | 0.1 | 20.2 | 0.3 | 0.3 | 21.3 | 0.5 | 0.1 | 18.8 | 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 | 0.7 | 1.5 | 0.5 | 1.2 | 1.4 | 1.4 | 1.2 | 2.3 | 0.4 | 0.9 | 1.3 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 57.2 | 14.1 | 12.9 | 39.3 | 13.0 | 13.5 | 40.4 | 13.1 | 10.4 | 38.1 | 12.0 | 12.1 |
| LnGrp LOS | E | B | B | D | B | B | D | B | B | D | B | B |
| Approach Vol, veh/h | | 339 | | | 503 | | | 521 | | | 491 | |
| Approach Delay, s/veh | | 18.2 | | | 17.6 | | | 17.1 | | | 15.5 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 4.8 | 14.2 | 5.5 | 15.8 | 5.9 | 13.1 | 5.9 | 15.4 |
| Change Period (Y+Rc), s | 3.5 | 5.3 | 3.5 | 4.9 | 3.5 | 5.3 | 3.5 | 4.9 |
| Max Green Setting (Gmax), s | 25.0 | 40.0 | 25.0 | 35.0 | 25.0 | 40.0 | 25.0 | 35.0 |
| Max Q Clear Time (g_c+I1), s | 2.8 | 6.3 | 3.4 | 8.9 | 3.9 | 6.2 | 3.9 | 6.0 |
| Green Ext Time (p_c), s | 0.0 | 1.3 | 0.0 | 1.1 | 0.0 | 0.7 | 0.0 | 1.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 17.0 |
| HCM 6th LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 76 | 284 | 165 | 90 | 387 | 62 | 155 | 307 | 48 | 102 | 380 | 61 |
| Future Volume (veh/h) | 76 | 284 | 165 | 90 | 387 | 62 | 155 | 307 | 48 | 102 | 380 | 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 | 1.00 | | 1.00 | 1.00 | | 0.99 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1826 | 1841 | 1841 | 1870 | 1856 | 1856 | 1811 | 1856 | 1841 | 1900 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 84 | 312 | 181 | 99 | 425 | 68 | 170 | 337 | 53 | 112 | 418 | 67 |
| 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 |
| Percent Heavy Veh, % | 5 | 4 | 4 | 2 | 3 | 3 | 6 | 3 | 4 | 0 | 1 | 1 |
| Cap, veh/h | 95 | 514 | 291 | 115 | 759 | 121 | 395 | 1304 | 575 | 133 | 662 | 105 |
| Arrive On Green | 0.05 | 0.24 | 0.22 | 0.06 | 0.25 | 0.23 | 0.23 | 0.37 | 0.37 | 0.07 | 0.21 | 0.20 |
| Sat Flow, veh/h | 1739 | 2147 | 1215 | 1781 | 3038 | 483 | 1725 | 3526 | 1554 | 1810 | 3091 | 492 |
| Grp Volume(v), veh/h | 84 | 253 | 240 | 99 | 245 | 248 | 170 | 337 | 53 | 112 | 241 | 244 |
| Grp Sat Flow(s),veh/h/ln | 1739 | 1749 | 1614 | 1781 | 1763 | 1758 | 1725 | 1763 | 1554 | 1810 | 1791 | 1792 |
| Q Serve(g_s), s | 3.0 | 8.1 | 8.5 | 3.5 | 7.7 | 7.8 | 5.3 | 4.2 | 1.4 | 3.9 | 7.7 | 7.9 |
| Cycle Q Clear(g_c), s | 3.0 | 8.1 | 8.5 | 3.5 | 7.7 | 7.8 | 5.3 | 4.2 | 1.4 | 3.9 | 7.7 | 7.9 |
| Prop In Lane | 1.00 | | 0.75 | 1.00 | | 0.27 | 1.00 | | 1.00 | 1.00 | | 0.27 |
| Lane Grp Cap(c), veh/h | 95 | 419 | 387 | 115 | 440 | 439 | 395 | 1304 | 575 | 133 | 384 | 384 |
| V/C Ratio(X) | 0.89 | 0.60 | 0.62 | 0.86 | 0.56 | 0.56 | 0.43 | 0.26 | 0.09 | 0.84 | 0.63 | 0.64 |
| Avail Cap(c_a), veh/h | 535 | 869 | 802 | 548 | 876 | 874 | 531 | 2281 | 1005 | 557 | 1159 | 1160 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.8 | 21.4 | 22.1 | 29.3 | 20.7 | 20.9 | 20.9 | 13.9 | 13.0 | 29.0 | 22.6 | 22.8 |
| Incr Delay (d2), s/veh | 10.0 | 0.5 | 0.6 | 6.8 | 0.4 | 0.4 | 0.3 | 0.0 | 0.0 | 5.5 | 0.6 | 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 | 1.5 | 3.2 | 3.1 | 1.6 | 3.0 | 3.1 | 2.0 | 1.5 | 0.5 | 1.8 | 3.1 | 3.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 39.8 | 21.9 | 22.7 | 36.2 | 21.1 | 21.4 | 21.2 | 13.9 | 13.1 | 34.4 | 23.2 | 23.4 |
| LnGrp LOS | D | C | C | D | C | C | C | B | B | C | C | C |
| Approach Vol, veh/h | | 577 | | | 592 | | | 560 | | | 597 | |
| Approach Delay, s/veh | | 24.8 | | | 23.7 | | | 16.1 | | | 25.4 | |
| Approach LOS | | C | | | C | | | B | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.6 | 27.4 | 8.1 | 19.2 | 18.5 | 17.6 | 7.4 | 19.8 |
| Change Period (Y+Rc), s | 3.5 | 5.0 | 3.5 | 5.5 | 3.5 | 5.0 | 3.5 | 5.5 |
| Max Green Setting (Gmax), s | 20.0 | 40.0 | 20.0 | 30.0 | 20.0 | 40.0 | 20.0 | 30.0 |
| Max Q Clear Time (g_c+I1), s | 5.1 | 6.2 | 5.5 | 10.5 | 7.3 | 9.9 | 5.0 | 9.8 |
| Green Ext Time (p_c), s | 0.1 | 1.6 | 0.1 | 1.9 | 0.2 | 2.0 | 0.1 | 1.9 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 22.6 |
| HCM 6th LOS | C |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 11.3 |
| Intersection LOS | B |

| Movement | EBU | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 0 | 124 | 120 | 106 | 138 | 191 | 115 |
| Future Vol, veh/h | 0 | 124 | 120 | 106 | 138 | 191 | 115 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 0 | 3 | 2 | 5 | 3 | 2 | 1 |
| Mvmt Flow | 0 | 131 | 126 | 112 | 145 | 201 | 121 |
| Number of Lanes | 0 | 1 | 0 | 1 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 2 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 2 |
| HCM Control Delay | 10.9 | 10.3 | 12.4 |
| HCM LOS | B | B | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | WBLn2 |
|---|---|---|---|---|
| Vol Left, % | 62% | 0% | 100% | 0% |
| Vol Thru, % | 0% | 51% | 0% | 100% |
| Vol Right, % | 38% | 49% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 306 | 244 | 106 | 138 |
| LT Vol | 191 | 0 | 106 | 0 |
| Through Vol | 0 | 124 | 0 | 138 |
| RT Vol | 115 | 120 | 0 | 0 |
| Lane Flow Rate | 322 | 257 | 112 | 145 |
| Geometry Grp | 2 | 5 | 7 | 7 |
| Degree of Util (X) | 0.453 | 0.36 | 0.195 | 0.232 |
| Departure Headway (Hd) | 5.176 | 5.044 | 6.297 | 5.756 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 699 | 717 | 572 | 628 |
| Service Time | 3.176 | 3.044 | 4.004 | 3.463 |
| HCM Lane V/C Ratio | 0.461 | 0.358 | 0.196 | 0.231 |
| HCM Control Delay | 12.4 | 10.9 | 10.5 | 10.2 |
| HCM Lane LOS | B | B | B | B |
| HCM 95th-tile Q | 2.4 | 1.6 | 0.7 | 0.9 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 78.8 |
| Intersection LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 28 | 218 | 69 | 58 | 240 | 49 | 114 | 243 | 78 | 38 | 180 | 35 |
| Future Vol, veh/h | 28 | 218 | 69 | 58 | 240 | 49 | 114 | 243 | 78 | 38 | 180 | 35 |
| 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 |
| Heavy Vehicles, % | 4 | 3 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 2 | 0 |
| Mvmt Flow | 32 | 251 | 79 | 67 | 276 | 56 | 131 | 279 | 90 | 44 | 207 | 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 | 51.6 | 64.1 | 135.5 | 35.1 |
| HCM LOS | F | F | F | E |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 26% | 9% | 17% | 15% |
| Vol Thru, % | 56% | 69% | 69% | 71% |
| Vol Right, % | 18% | 22% | 14% | 14% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 435 | 315 | 347 | 253 |
| LT Vol | 114 | 28 | 58 | 38 |
| Through Vol | 243 | 218 | 240 | 180 |
| RT Vol | 78 | 69 | 49 | 35 |
| Lane Flow Rate | 500 | 362 | 399 | 291 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 1.192 | 0.877 | 0.947 | 0.731 |
| Departure Headway (Hd) | 8.579 | 9.392 | 9.211 | 9.734 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 425 | 387 | 395 | 375 |
| Service Time | 6.651 | 7.392 | 7.211 | 7.734 |
| HCM Lane V/C Ratio | 1.176 | 0.935 | 1.01 | 0.776 |
| HCM Control Delay | 135.5 | 51.6 | 64.1 | 35.1 |
| HCM Lane LOS | F | F | F | E |
| HCM 95th-tile Q | 19.5 | 8.7 | 10.6 | 5.6 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 47 | 271 | 80 | 58 | 359 | 66 | 106 | 220 | 41 | 56 | 225 | 114 |
| Future Volume (veh/h) | 47 | 271 | 80 | 58 | 359 | 66 | 106 | 220 | 41 | 56 | 225 | 114 |
| 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 | 1900 | 1870 | 1870 | 1870 | 1885 | 1885 | 1870 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 53 | 304 | 90 | 65 | 403 | 74 | 119 | 247 | 46 | 63 | 253 | 128 |
| 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 | 0 | 2 | 2 | 2 | 1 | 1 | 2 | 3 | 3 |
| Cap, veh/h | 127 | 697 | 202 | 142 | 793 | 144 | 187 | 832 | 152 | 137 | 460 | 388 |
| Arrive On Green | 0.07 | 0.26 | 0.24 | 0.08 | 0.27 | 0.25 | 0.10 | 0.28 | 0.26 | 0.08 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1781 | 2701 | 783 | 1810 | 2990 | 544 | 1781 | 3020 | 554 | 1781 | 1856 | 1565 |
| Grp Volume(v), veh/h | 53 | 198 | 196 | 65 | 238 | 239 | 119 | 145 | 148 | 63 | 253 | 128 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1707 | 1810 | 1777 | 1757 | 1781 | 1791 | 1782 | 1781 | 1856 | 1565 |
| Q Serve(g_s), s | 1.5 | 4.8 | 5.0 | 1.8 | 5.8 | 6.0 | 3.3 | 3.3 | 3.4 | 1.7 | 6.1 | 3.4 |
| Cycle Q Clear(g_c), s | 1.5 | 4.8 | 5.0 | 1.8 | 5.8 | 6.0 | 3.3 | 3.3 | 3.4 | 1.7 | 6.1 | 3.4 |
| Prop In Lane | 1.00 | | 0.46 | 1.00 | | 0.31 | 1.00 | | 0.31 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 127 | 458 | 440 | 142 | 471 | 466 | 187 | 493 | 491 | 137 | 460 | 388 |
| V/C Ratio(X) | 0.42 | 0.43 | 0.45 | 0.46 | 0.50 | 0.51 | 0.64 | 0.29 | 0.30 | 0.46 | 0.55 | 0.33 |
| Avail Cap(c_a), veh/h | 901 | 1417 | 1361 | 915 | 1417 | 1401 | 901 | 1428 | 1421 | 901 | 1479 | 1248 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.9 | 15.9 | 16.2 | 22.7 | 16.0 | 16.2 | 22.1 | 14.7 | 14.9 | 22.7 | 16.9 | 15.8 |
| Incr Delay (d2), s/veh | 0.8 | 0.9 | 1.0 | 0.9 | 1.2 | 1.2 | 1.3 | 0.5 | 0.5 | 0.9 | 1.5 | 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 | 0.6 | 1.8 | 1.9 | 0.7 | 2.2 | 2.3 | 1.3 | 1.2 | 1.3 | 0.7 | 2.5 | 1.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 23.7 | 16.8 | 17.2 | 23.5 | 17.2 | 17.5 | 23.4 | 15.2 | 15.3 | 23.6 | 18.3 | 16.6 |
| LnGrp LOS | C | B | B | C | B | B | C | B | B | C | B | B |
| Approach Vol, veh/h | | 447 | | | 542 | | | 412 | | | 444 | |
| Approach Delay, s/veh | | 17.8 | | | 18.1 | | | 17.6 | | | 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 | 8.0 | 18.2 | 8.0 | 17.3 | 9.4 | 16.7 | 7.7 | 17.6 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 25.0 | 40.0 | 25.0 | 40.0 | 25.0 | 40.0 | 25.0 | 40.0 |
| Max Q Clear Time (g_c+I1), s | 3.7 | 5.4 | 3.8 | 7.0 | 5.3 | 8.1 | 3.5 | 8.0 |
| Green Ext Time (p_c), s | 0.0 | 2.6 | 0.0 | 3.7 | 0.1 | 3.0 | 0.0 | 4.5 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 18.0 |
| HCM 6th LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 31 | 75 | 30 | 47 | 137 | 23 | 56 | 309 | 65 | 18 | 279 | 62 |
| Future Volume (veh/h) | 31 | 75 | 30 | 47 | 137 | 23 | 56 | 309 | 65 | 18 | 279 | 62 |
| 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 | 0.99 | | 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 | 1856 | 1841 | 1841 | 1870 | 1900 | 1900 | 1900 | 1885 | 1900 | 1737 | 1870 | 1900 |
| Adj Flow Rate, veh/h | 35 | 85 | 34 | 53 | 156 | 26 | 64 | 351 | 74 | 20 | 317 | 70 |
| 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, % | 3 | 4 | 4 | 2 | 0 | 0 | 0 | 1 | 0 | 11 | 2 | 0 |
| Cap, veh/h | 121 | 184 | 74 | 163 | 234 | 39 | 812 | 1490 | 1271 | 719 | 1478 | 1271 |
| Arrive On Green | 0.15 | 0.15 | 0.14 | 0.15 | 0.15 | 0.14 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Sat Flow, veh/h | 1188 | 1245 | 498 | 1262 | 1586 | 264 | 1012 | 1885 | 1608 | 893 | 1870 | 1608 |
| Grp Volume(v), veh/h | 35 | 0 | 119 | 53 | 0 | 182 | 64 | 351 | 74 | 20 | 317 | 70 |
| Grp Sat Flow(s),veh/h/ln | 1188 | 0 | 1743 | 1262 | 0 | 1850 | 1012 | 1885 | 1608 | 893 | 1870 | 1608 |
| Q Serve(g_s), s | 3.7 | 0.0 | 8.1 | 5.2 | 0.0 | 12.0 | 2.2 | 6.2 | 1.3 | 0.8 | 5.5 | 1.2 |
| Cycle Q Clear(g_c), s | 15.7 | 0.0 | 8.1 | 13.2 | 0.0 | 12.0 | 7.7 | 6.2 | 1.3 | 7.0 | 5.5 | 1.2 |
| Prop In Lane | 1.00 | | 0.29 | 1.00 | | 0.14 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 121 | 0 | 257 | 163 | 0 | 273 | 812 | 1490 | 1271 | 719 | 1478 | 1271 |
| V/C Ratio(X) | 0.29 | 0.00 | 0.46 | 0.32 | 0.00 | 0.67 | 0.08 | 0.24 | 0.06 | 0.03 | 0.21 | 0.06 |
| Avail Cap(c_a), veh/h | 498 | 0 | 810 | 564 | 0 | 860 | 812 | 1490 | 1271 | 719 | 1478 | 1271 |
| 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 | 59.4 | 0.0 | 50.4 | 56.4 | 0.0 | 52.0 | 4.4 | 3.5 | 3.0 | 4.4 | 3.4 | 3.0 |
| Incr Delay (d2), s/veh | 1.3 | 0.0 | 1.3 | 1.1 | 0.0 | 2.8 | 0.2 | 0.4 | 0.1 | 0.1 | 0.3 | 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 | 1.2 | 0.0 | 3.6 | 1.7 | 0.0 | 5.8 | 0.5 | 2.2 | 0.4 | 0.1 | 1.9 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 60.7 | 0.0 | 51.7 | 57.5 | 0.0 | 54.8 | 4.6 | 3.9 | 3.1 | 4.5 | 3.7 | 3.0 |
| LnGrp LOS | E | A | D | E | A | D | A | A | A | A | A | A |
| Approach Vol, veh/h | | 154 | | | 235 | | | 489 | | | 407 | |
| Approach Delay, s/veh | | 53.7 | | | 55.4 | | | 3.8 | | | 3.7 | |
| Approach LOS | | D | | | E | | | A | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 106.0 | 23.1 | 106.0 | 23.1 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 101.5 | 59.5 | 101.5 | 59.5 |
| Max Q Clear Time (g_c+I1), s | 9.7 | 17.7 | 9.0 | 15.2 |
| Green Ext Time (p_c), s | 3.0 | 0.9 | 2.5 | 1.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 19.2 |
| HCM 6th LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 26 | 93 | 42 | 94 | 75 | 43 | 56 | 836 | 212 | 57 | 412 | 36 |
| Future Volume (veh/h) | 26 | 93 | 42 | 94 | 75 | 43 | 56 | 836 | 212 | 57 | 412 | 36 |
| 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 | 1900 | 1826 | 1870 | 1841 | 1856 | 1870 | 1900 | 1885 | 1885 | 1870 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 30 | 106 | 48 | 107 | 85 | 49 | 64 | 950 | 241 | 65 | 468 | 41 |
| 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, % | 0 | 5 | 2 | 4 | 3 | 2 | 0 | 1 | 1 | 2 | 5 | 5 |
| Cap, veh/h | 190 | 191 | 166 | 213 | 225 | 190 | 119 | 1345 | 340 | 118 | 1535 | 134 |
| Arrive On Green | 0.10 | 0.10 | 0.10 | 0.12 | 0.12 | 0.12 | 0.07 | 0.48 | 0.44 | 0.07 | 0.48 | 0.44 |
| Sat Flow, veh/h | 1810 | 1826 | 1585 | 1753 | 1856 | 1563 | 1810 | 2831 | 717 | 1781 | 3228 | 282 |
| Grp Volume(v), veh/h | 30 | 106 | 48 | 107 | 85 | 49 | 64 | 600 | 591 | 65 | 251 | 258 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1826 | 1585 | 1753 | 1856 | 1563 | 1810 | 1791 | 1756 | 1781 | 1735 | 1775 |
| Q Serve(g_s), s | 1.0 | 3.8 | 1.9 | 3.9 | 2.9 | 2.0 | 2.4 | 18.2 | 18.5 | 2.4 | 6.1 | 6.2 |
| Cycle Q Clear(g_c), s | 1.0 | 3.8 | 1.9 | 3.9 | 2.9 | 2.0 | 2.4 | 18.2 | 18.5 | 2.4 | 6.1 | 6.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.41 | 1.00 | | 0.16 |
| Lane Grp Cap(c), veh/h | 190 | 191 | 166 | 213 | 225 | 190 | 119 | 851 | 834 | 118 | 825 | 844 |
| V/C Ratio(X) | 0.16 | 0.55 | 0.29 | 0.50 | 0.38 | 0.26 | 0.54 | 0.71 | 0.71 | 0.55 | 0.30 | 0.31 |
| Avail Cap(c_a), veh/h | 815 | 822 | 714 | 1082 | 1145 | 965 | 815 | 1106 | 1084 | 673 | 945 | 967 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 28.1 | 29.3 | 28.4 | 28.3 | 27.8 | 27.4 | 31.1 | 14.3 | 14.8 | 31.2 | 11.1 | 11.2 |
| Incr Delay (d2), s/veh | 0.3 | 1.9 | 0.7 | 2.6 | 1.5 | 1.0 | 1.4 | 1.6 | 1.7 | 1.5 | 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 | 0.4 | 1.7 | 0.7 | 1.7 | 1.3 | 0.8 | 1.0 | 6.9 | 7.0 | 1.1 | 2.2 | 2.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 28.3 | 31.1 | 29.2 | 30.9 | 29.3 | 28.4 | 32.5 | 15.9 | 16.4 | 32.6 | 11.3 | 11.5 |
| LnGrp LOS | C | C | C | C | C | C | C | B | B | C | B | B |
| Approach Vol, veh/h | | 184 | | | 241 | | | 1255 | | | 574 | |
| Approach Delay, s/veh | | 30.2 | | | 29.8 | | | 17.0 | | | 13.8 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.6 | 36.7 | | 11.2 | 8.5 | 36.7 | | 12.4 |
| Change Period (Y+Rc), s | 5.0 | 6.5 | | 5.0 | 5.0 | 6.5 | | 5.0 |
| Max Green Setting (Gmax), s | 25.6 | 40.0 | | 30.0 | 30.0 | 35.0 | | 41.5 |
| Max Q Clear Time (g_c+I1), s | 4.4 | 20.5 | | 5.8 | 4.4 | 8.2 | | 5.9 |
| Green Ext Time (p_c), s | 0.0 | 9.7 | | 0.6 | 0.0 | 3.9 | | 1.5 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 18.6 |
| HCM 6th LOS | B |



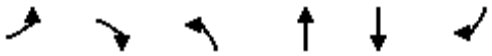
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 112 | 1 | 78 | 4 | 0 | 0 | 66 | 996 | 0 | 5 | 455 | 61 |
| Future Volume (veh/h) | 112 | 1 | 78 | 4 | 0 | 0 | 66 | 996 | 0 | 5 | 455 | 61 |
| 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 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1885 | 1885 | 1900 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 137 | 1 | 95 | 5 | 0 | 0 | 80 | 1215 | 0 | 6 | 555 | 74 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 5 |
| Cap, veh/h | 201 | 2 | 204 | 5 | 34 | 0 | 103 | 2081 | 0 | 3 | 1632 | 217 |
| Arrive On Green | 0.11 | 0.13 | 0.10 | 0.00 | 0.00 | 0.00 | 0.06 | 0.58 | 0.00 | 0.00 | 0.53 | 0.49 |
| Sat Flow, veh/h | 1781 | 17 | 1596 | 1810 | 1900 | 0 | 1810 | 3676 | 0 | 1810 | 3078 | 409 |
| Grp Volume(v), veh/h | 137 | 0 | 96 | 5 | 0 | 0 | 80 | 1215 | 0 | 6 | 312 | 317 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1613 | 1810 | 1900 | 0 | 1810 | 1791 | 0 | 1810 | 1735 | 1752 |
| Q Serve(g_s), s | 4.1 | 0.0 | 3.1 | 0.1 | 0.0 | 0.0 | 2.4 | 12.0 | 0.0 | 0.1 | 5.7 | 5.9 |
| Cycle Q Clear(g_c), s | 4.1 | 0.0 | 3.1 | 0.1 | 0.0 | 0.0 | 2.4 | 12.0 | 0.0 | 0.1 | 5.7 | 5.9 |
| Prop In Lane | 1.00 | | 0.99 | 1.00 | | 0.00 | 1.00 | | 0.00 | 1.00 | | 0.23 |
| Lane Grp Cap(c), veh/h | 201 | 0 | 207 | 5 | 34 | 0 | 103 | 2081 | 0 | 3 | 920 | 929 |
| V/C Ratio(X) | 0.68 | 0.00 | 0.46 | 1.05 | 0.00 | 0.00 | 0.78 | 0.58 | 0.00 | 1.85 | 0.34 | 0.34 |
| Avail Cap(c_a), veh/h | 985 | 0 | 938 | 640 | 727 | 0 | 650 | 3344 | 0 | 640 | 1619 | 1636 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.8 | 0.0 | 23.1 | 27.8 | 0.0 | 0.0 | 25.9 | 7.4 | 0.0 | 27.8 | 7.5 | 7.7 |
| Incr Delay (d2), s/veh | 1.5 | 0.0 | 0.6 | 131.1 | 0.0 | 0.0 | 4.6 | 0.4 | 0.0 | 461.0 | 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 | 1.7 | 0.0 | 1.1 | 0.2 | 0.0 | 0.0 | 1.1 | 3.4 | 0.0 | 0.5 | 1.7 | 1.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 25.3 | 0.0 | 23.7 | 158.9 | 0.0 | 0.0 | 30.5 | 7.8 | 0.0 | 488.8 | 7.8 | 8.0 |
| LnGrp LOS | C | A | C | F | A | A | C | A | A | F | A | A |
| Approach Vol, veh/h | | 233 | | | 5 | | | 1295 | | | 635 | |
| Approach Delay, s/veh | | 24.6 | | | 158.9 | | | 9.2 | | | 12.4 | |
| Approach LOS | | C | | | F | | | A | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.9 | 33.5 | 10.3 | 5.0 | 4.1 | 36.4 | 4.1 | 11.1 |
| Change Period (Y+Rc), s | 3.7 | 6.0 | 4.8 | 5.3 | 3.7 | 6.0 | 3.7 | 5.3 |
| Max Green Setting (Gmax), s | 20.0 | 50.0 | 30.0 | 20.0 | 20.0 | 50.0 | 20.0 | 31.1 |
| Max Q Clear Time (g_c+I1), s | 14.4 | 7.9 | 6.1 | 0.0 | 2.1 | 14.0 | 2.1 | 5.1 |
| Green Ext Time (p_c), s | 0.0 | 6.6 | 0.1 | 0.0 | 0.0 | 16.4 | 0.0 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 12.1 |
| HCM 6th LOS | B |

**Notes**

User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 273 | 69 | 123 | 719 | 346 | 180 |
| Future Volume (vph) | 273 | 69 | 123 | 719 | 346 | 180 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1787 | 1553 | 1787 | 1863 | 1776 | 1599 |
| Flt Permitted | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1787 | 1553 | 1787 | 1863 | 1776 | 1599 |
| Peak-hour factor, PHF | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Adj. Flow (vph) | 329 | 83 | 148 | 866 | 417 | 217 |
| RTOR Reduction (vph) | 0 | 59 | 0 | 0 | 0 | 101 |
| Lane Group Flow (vph) | 329 | 24 | 148 | 866 | 417 | 116 |
| Heavy Vehicles (%) | 1% | 4% | 1% | 2% | 7% | 1% |
| Turn Type | Prot | Perm | Prot | NA | NA | Perm |
| Protected Phases | 5 | | 3 | 8 | 4 | |
| Permitted Phases | | 5 | | | | 4 |
| Actuated Green, G (s) | 25.1 | 25.1 | 13.4 | 49.7 | 31.8 | 31.8 |
| Effective Green, g (s) | 26.1 | 26.1 | 13.9 | 52.2 | 34.3 | 34.3 |
| Actuated g/C Ratio | 0.29 | 0.29 | 0.15 | 0.58 | 0.38 | 0.38 |
| Clearance Time (s) | 5.0 | 5.0 | 4.5 | 6.5 | 6.5 | 6.5 |
| Vehicle Extension (s) | 2.5 | 2.5 | 1.5 | 4.0 | 4.0 | 4.0 |
| Lane Grp Cap (vph) | 516 | 448 | 275 | 1076 | 674 | 607 |
| v/s Ratio Prot | c0.18 | | 0.08 | c0.46 | 0.23 | |
| v/s Ratio Perm | | 0.02 | | | | 0.07 |
| v/c Ratio | 0.64 | 0.05 | 0.54 | 0.80 | 0.62 | 0.19 |
| Uniform Delay, d1 | 28.0 | 23.2 | 35.2 | 15.0 | 22.7 | 18.7 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 2.3 | 0.0 | 1.0 | 4.7 | 1.9 | 0.2 |
| Delay (s) | 30.2 | 23.2 | 36.3 | 19.7 | 24.6 | 18.9 |
| Level of Service | C | C | D | B | C | B |
| Approach Delay (s) | 28.8 | | | 22.2 | 22.7 | |
| Approach LOS | C | | | C | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 23.7 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.77 | | |
| Actuated Cycle Length (s) | 90.3 | Sum of lost time (s) | 14.0 |
| Intersection Capacity Utilization | 59.6% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 193 | 3 | 97 | 1 | 2 | 0 | 79 | 23 | 0 | 0 | 40 | 85 |
| Future Volume (veh/h) | 193 | 3 | 97 | 1 | 2 | 0 | 79 | 23 | 0 | 0 | 40 | 85 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1781 | 1900 | 1900 | 1900 | 1826 | 1841 | 1841 | 1900 | 1826 | 1870 |
| Adj Flow Rate, veh/h | 214 | 3 | 108 | 1 | 2 | 0 | 88 | 26 | 0 | 0 | 44 | 94 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 0 | 8 | 0 | 0 | 0 | 5 | 4 | 4 | 0 | 5 | 2 |
| Cap, veh/h | 368 | 5 | 311 | 2 | 4 | 0 | 213 | 807 | 0 | 5 | 401 | 348 |
| Arrive On Green | 0.21 | 0.21 | 0.21 | 0.00 | 0.00 | 0.00 | 0.12 | 0.44 | 0.00 | 0.00 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1786 | 25 | 1510 | 623 | 1246 | 0 | 1739 | 1841 | 0 | 1810 | 1826 | 1585 |
| Grp Volume(v), veh/h | 217 | 0 | 108 | 3 | 0 | 0 | 88 | 26 | 0 | 0 | 44 | 94 |
| Grp Sat Flow(s),veh/h/ln | 1811 | 0 | 1510 | 1869 | 0 | 0 | 1739 | 1841 | 0 | 1810 | 1826 | 1585 |
| Q Serve(g_s), s | 3.6 | 0.0 | 2.0 | 0.1 | 0.0 | 0.0 | 1.6 | 0.3 | 0.0 | 0.0 | 0.6 | 1.6 |
| Cycle Q Clear(g_c), s | 3.6 | 0.0 | 2.0 | 0.1 | 0.0 | 0.0 | 1.6 | 0.3 | 0.0 | 0.0 | 0.6 | 1.6 |
| Prop In Lane | 0.99 | | 1.00 | 0.33 | | 0.00 | 1.00 | | 0.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 373 | 0 | 311 | 6 | 0 | 0 | 213 | 807 | 0 | 5 | 401 | 348 |
| V/C Ratio(X) | 0.58 | 0.00 | 0.35 | 0.53 | 0.00 | 0.00 | 0.41 | 0.03 | 0.00 | 0.00 | 0.11 | 0.27 |
| Avail Cap(c_a), veh/h | 1252 | 0 | 1043 | 337 | 0 | 0 | 669 | 1919 | 0 | 343 | 1547 | 1343 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.9 | 0.0 | 11.3 | 16.6 | 0.0 | 0.0 | 13.5 | 5.3 | 0.0 | 0.0 | 10.4 | 10.8 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 0.2 | 26.1 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.1 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.2 | 0.0 | 0.5 | 0.1 | 0.0 | 0.0 | 0.6 | 0.1 | 0.0 | 0.0 | 0.2 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 12.5 | 0.0 | 11.5 | 42.8 | 0.0 | 0.0 | 14.8 | 5.3 | 0.0 | 0.0 | 10.5 | 11.3 |
| LnGrp LOS | B | A | B | D | A | A | B | A | A | A | B | B |
| Approach Vol, veh/h | | 325 | | | 3 | | | 114 | | | 138 | |
| Approach Delay, s/veh | | 12.1 | | | 42.8 | | | 12.6 | | | 11.0 | |
| Approach LOS | | B | | | D | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.3 | 11.3 | | 3.8 | 0.0 | 18.6 | | 10.9 |
| Change Period (Y+Rc), s | 4.5 | 5.3 | | 3.7 | 4.5 | 5.3 | | 4.9 |
| Max Green Setting (Gmax), s | 1.5 | 26.9 | | 6.3 | 5.0 | 33.4 | | 22.1 |
| Max Q Clear Time (g_c+I1), s | 3.6 | 3.6 | | 2.1 | 0.0 | 2.3 | | 5.6 |
| Green Ext Time (p_c), s | 0.1 | 0.6 | | 0.0 | 0.0 | 0.1 | | 0.7 |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 12.1 |
| HCM 6th LOS | | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 247 | 19 | 71 | 223 | 29 | 84 |
| Future Vol, veh/h | 247 | 19 | 71 | 223 | 29 | 84 |
| Conflicting Peds, #/hr | 0 | 2 | 2 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 200 | - | 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 | 11 | 0 | 5 | 10 | 1 |
| Mvmt Flow | 268 | 21 | 77 | 242 | 32 | 91 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 291 | 0 | 677 | 147 |
| Stage 1 | - | - | - | - | 281 | - |
| Stage 2 | - | - | - | - | 396 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.75 | 6.915 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.95 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.55 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.595 | 3.3095 |
| Pot Cap-1 Maneuver | - | - | 1282 | - | 387 | 877 |
| Stage 1 | - | - | - | - | 722 | - |
| Stage 2 | - | - | - | - | 658 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1280 | - | 363 | 875 |
| Mov Cap-2 Maneuver | - | - | - | - | 363 | - |
| Stage 1 | - | - | - | - | 677 | - |
| Stage 2 | - | - | - | - | 658 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1.9 | 11.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 363 | 875 | - | - | 1280 | - |
| HCM Lane V/C Ratio | 0.087 | 0.104 | - | - | 0.06 | - |
| HCM Control Delay (s) | 15.9 | 9.6 | - | - | 8 | - |
| HCM Lane LOS | C | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.3 | 0.3 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 26.6 |
| Intersection LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 48 | 131 | 159 | 181 | 138 | 12 | 61 | 97 | 109 | 7 | 151 | 45 |
| Future Vol, veh/h | 48 | 131 | 159 | 181 | 138 | 12 | 61 | 97 | 109 | 7 | 151 | 45 |
| 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 |
| Heavy Vehicles, % | 0 | 2 | 1 | 0 | 1 | 8 | 2 | 3 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 55 | 151 | 183 | 208 | 159 | 14 | 70 | 111 | 125 | 8 | 174 | 52 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 3 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 3 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 3 | 1 | 1 | 1 |
| HCM Control Delay | 31.6 | 36.7 | 13.2 | 19.5 |
| HCM LOS | D | E | B | C |

| Lane | NBLn1 | NBLn2 | NBLn3 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|---|
| Vol Left, % | 100% | 0% | 0% | 14% | 55% | 3% |
| Vol Thru, % | 0% | 100% | 0% | 39% | 42% | 74% |
| Vol Right, % | 0% | 0% | 100% | 47% | 4% | 22% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 61 | 97 | 109 | 338 | 331 | 203 |
| LT Vol | 61 | 0 | 0 | 48 | 181 | 7 |
| Through Vol | 0 | 97 | 0 | 131 | 138 | 151 |
| RT Vol | 0 | 0 | 109 | 159 | 12 | 45 |
| Lane Flow Rate | 70 | 111 | 125 | 389 | 380 | 233 |
| Geometry Grp | 7 | 7 | 7 | 7 | 7 | 7 |
| Degree of Util (X) | 0.169 | 0.253 | 0.257 | 0.784 | 0.817 | 0.524 |
| Departure Headway (Hd) | 8.654 | 8.155 | 7.396 | 7.261 | 7.735 | 8.086 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 414 | 439 | 485 | 501 | 472 | 446 |
| Service Time | 6.417 | 5.918 | 5.159 | 4.978 | 5.454 | 5.85 |
| HCM Lane V/C Ratio | 0.169 | 0.253 | 0.258 | 0.776 | 0.805 | 0.522 |
| HCM Control Delay | 13.2 | 13.7 | 12.7 | 31.6 | 36.7 | 19.5 |
| HCM Lane LOS | B | B | B | D | E | C |
| HCM 95th-tile Q | 0.6 | 1 | 1 | 7.1 | 7.7 | 3 |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 39 | 149 | 984 | 26 | 84 | 578 |
| Future Volume (veh/h) | 39 | 149 | 984 | 26 | 84 | 578 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1900 | 1841 | 1885 | 1900 | 1870 | 1841 |
| Adj Flow Rate, veh/h | 44 | 167 | 1106 | 29 | 94 | 649 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 0 | 4 | 1 | 0 | 2 | 4 |
| Cap, veh/h | 224 | 193 | 2558 | 1150 | 128 | 2854 |
| Arrive On Green | 0.12 | 0.12 | 0.71 | 0.71 | 0.07 | 0.82 |
| Sat Flow, veh/h | 1810 | 1560 | 3676 | 1610 | 1781 | 3589 |
| Grp Volume(v), veh/h | 44 | 167 | 1106 | 29 | 94 | 649 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1560 | 1791 | 1610 | 1781 | 1749 |
| Q Serve(g_s), s | 2.9 | 14.0 | 17.0 | 0.7 | 6.9 | 5.6 |
| Cycle Q Clear(g_c), s | 2.9 | 14.0 | 17.0 | 0.7 | 6.9 | 5.6 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 224 | 193 | 2558 | 1150 | 128 | 2854 |
| V/C Ratio(X) | 0.20 | 0.86 | 0.43 | 0.03 | 0.73 | 0.23 |
| Avail Cap(c_a), veh/h | 230 | 199 | 2558 | 1150 | 387 | 3362 |
| 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 | 52.5 | 57.4 | 7.9 | 5.6 | 60.7 | 2.8 |
| Incr Delay (d2), s/veh | 0.4 | 29.8 | 0.5 | 0.0 | 7.9 | 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 | 1.4 | 7.1 | 6.4 | 0.2 | 3.4 | 1.6 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 53.0 | 87.2 | 8.4 | 5.6 | 68.6 | 2.8 |
| LnGrp LOS | D | F | A | A | E | A |
| Approach Vol, veh/h | 211 | | 1135 | | | 743 |
| Approach Delay, s/veh | 80.1 | | 8.3 | | | 11.1 |
| Approach LOS | F | | A | | | B |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.6 | 99.4 | | | | 113.0 | 20.6 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | | | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 28.5 | 94.9 | | | | 127.9 | 16.5 |
| Max Q Clear Time (g_c+I1), s | 7.9 | 19.0 | | | | 7.6 | 16.0 |
| Green Ext Time (p_c), s | 0.2 | 11.5 | | | | 5.3 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 16.6 |
| HCM 6th LOS | B |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 10.8 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 37 | 183 | 16 | 12 | 87 | 18 | 21 | 134 | 30 | 30 | 130 | 40 |
| Future Vol, veh/h | 37 | 183 | 16 | 12 | 87 | 18 | 21 | 134 | 30 | 30 | 130 | 40 |
| 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, % | 3 | 2 | 6 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 1 | 3 |
| Mvmt Flow | 41 | 203 | 18 | 13 | 97 | 20 | 23 | 149 | 33 | 33 | 144 | 44 |
| 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 | 9.8 | 10.5 | 10.8 |
| HCM LOS | B | A | B | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 11% | 16% | 10% | 15% |
| Vol Thru, % | 72% | 78% | 74% | 65% |
| Vol Right, % | 16% | 7% | 15% | 20% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 185 | 236 | 117 | 200 |
| LT Vol | 21 | 37 | 12 | 30 |
| Through Vol | 134 | 183 | 87 | 130 |
| RT Vol | 30 | 16 | 18 | 40 |
| Lane Flow Rate | 206 | 262 | 130 | 222 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.3 | 0.386 | 0.195 | 0.325 |
| Departure Headway (Hd) | 5.252 | 5.299 | 5.408 | 5.261 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 684 | 679 | 663 | 682 |
| Service Time | 3.288 | 3.334 | 3.448 | 3.295 |
| HCM Lane V/C Ratio | 0.301 | 0.386 | 0.196 | 0.326 |
| HCM Control Delay | 10.5 | 11.6 | 9.8 | 10.8 |
| HCM Lane LOS | B | B | A | B |
| HCM 95th-tile Q | 1.3 | 1.8 | 0.7 | 1.4 |



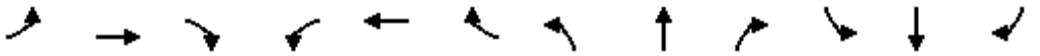
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 207 | 17 | 12 | 10 | 33 | 11 | 14 | 620 | 4 | 6 | 300 | 103 |
| Future Volume (veh/h) | 207 | 17 | 12 | 10 | 33 | 11 | 14 | 620 | 4 | 6 | 300 | 103 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1885 | 1900 | 1900 | 1693 | 1885 | 1530 | 1900 | 1767 | 1900 |
| Adj Flow Rate, veh/h | 249 | 20 | 14 | 12 | 40 | 13 | 17 | 747 | 5 | 7 | 361 | 124 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 1 | 0 | 0 | 14 | 1 | 25 | 0 | 9 | 0 |
| Cap, veh/h | 313 | 241 | 169 | 50 | 119 | 39 | 53 | 957 | 658 | 40 | 877 | 800 |
| Arrive On Green | 0.17 | 0.23 | 0.21 | 0.03 | 0.09 | 0.07 | 0.03 | 0.51 | 0.51 | 0.02 | 0.50 | 0.50 |
| Sat Flow, veh/h | 1810 | 1041 | 728 | 1795 | 1373 | 446 | 1612 | 1885 | 1296 | 1810 | 1767 | 1610 |
| Grp Volume(v), veh/h | 249 | 0 | 34 | 12 | 0 | 53 | 17 | 747 | 5 | 7 | 361 | 124 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 0 | 1769 | 1795 | 0 | 1820 | 1612 | 1885 | 1296 | 1810 | 1767 | 1610 |
| Q Serve(g_s), s | 10.0 | 0.0 | 1.2 | 0.5 | 0.0 | 2.1 | 0.8 | 24.5 | 0.1 | 0.3 | 9.8 | 3.2 |
| Cycle Q Clear(g_c), s | 10.0 | 0.0 | 1.2 | 0.5 | 0.0 | 2.1 | 0.8 | 24.5 | 0.1 | 0.3 | 9.8 | 3.2 |
| Prop In Lane | 1.00 | | 0.41 | 1.00 | | 0.25 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 313 | 0 | 410 | 50 | 0 | 157 | 53 | 957 | 658 | 40 | 877 | 800 |
| V/C Ratio(X) | 0.80 | 0.00 | 0.08 | 0.24 | 0.00 | 0.34 | 0.32 | 0.78 | 0.01 | 0.17 | 0.41 | 0.16 |
| Avail Cap(c_a), veh/h | 620 | 0 | 963 | 734 | 0 | 1110 | 552 | 1193 | 820 | 739 | 1234 | 1125 |
| 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 | 30.1 | 0.0 | 23.1 | 36.1 | 0.0 | 32.8 | 35.8 | 15.2 | 9.2 | 36.4 | 12.1 | 10.4 |
| Incr Delay (d2), s/veh | 1.8 | 0.0 | 0.1 | 0.9 | 0.0 | 1.8 | 1.3 | 3.9 | 0.0 | 0.8 | 0.7 | 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 | 4.4 | 0.0 | 0.5 | 0.2 | 0.0 | 1.0 | 0.3 | 10.3 | 0.0 | 0.1 | 3.7 | 1.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 31.8 | 0.0 | 23.2 | 37.0 | 0.0 | 34.5 | 37.1 | 19.1 | 9.2 | 37.2 | 12.7 | 10.6 |
| LnGrp LOS | C | A | C | D | A | C | D | B | A | D | B | B |
| Approach Vol, veh/h | | 283 | | | 65 | | | 769 | | | 492 | |
| Approach Delay, s/veh | | 30.8 | | | 35.0 | | | 19.4 | | | 12.5 | |
| 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 | 42.5 | 6.1 | 21.6 | 6.5 | 41.7 | 17.1 | 10.6 |
| Change Period (Y+Rc), s | 5.0 | 7.0 | 5.0 | 5.3 | 5.0 | 7.0 | 5.0 | 5.3 |
| Max Green Setting (Gmax), s | 30.0 | 45.0 | 30.0 | 40.0 | 25.0 | 50.0 | 25.0 | 45.0 |
| Max Q Clear Time (g_c+I1), s | 12.3 | 26.5 | 2.5 | 3.2 | 2.8 | 11.8 | 12.0 | 4.1 |
| Green Ext Time (p_c), s | 0.0 | 9.0 | 0.0 | 0.2 | 0.0 | 6.0 | 0.2 | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 20.0 |
| HCM 6th LOS | B |

# HCM 6th Signalized Intersection Summary
## 1: Warren Rd & Ramona Expy

07/25/2019



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 768 | 276 | 310 | 667 | 3 | 137 | 0 | 265 | 4 | 1 | 2 |
| Future Volume (veh/h) | 1 | 768 | 276 | 310 | 667 | 3 | 137 | 0 | 265 | 4 | 1 | 2 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1870 | 1900 | 1856 | 1826 | 1826 | 1841 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 1 | 808 | 291 | 326 | 702 | 3 | 144 | 0 | 279 | 4 | 1 | 2 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 2 | 0 | 3 | 5 | 5 | 4 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 18 | 1327 | 601 | 383 | 2057 | 9 | 394 | 0 | 390 | 140 | 42 | 41 |
| Arrive On Green | 0.01 | 0.37 | 0.37 | 0.22 | 0.58 | 0.53 | 0.24 | 0.00 | 0.21 | 0.24 | 0.24 | 0.21 |
| Sat Flow, veh/h | 1810 | 3554 | 1610 | 1767 | 3543 | 15 | 1391 | 0 | 1610 | 251 | 174 | 170 |
| Grp Volume(v), veh/h | 1 | 808 | 291 | 326 | 344 | 361 | 144 | 0 | 279 | 7 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1777 | 1610 | 1767 | 1735 | 1823 | 1391 | 0 | 1610 | 596 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 13.2 | 9.9 | 12.7 | 7.4 | 7.4 | 0.0 | 0.0 | 11.5 | 0.1 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 13.2 | 9.9 | 12.7 | 7.4 | 7.4 | 8.0 | 0.0 | 11.5 | 11.6 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.01 | 1.00 | | 1.00 | 0.57 | | 0.29 |
| Lane Grp Cap(c), veh/h | 18 | 1327 | 601 | 383 | 1007 | 1059 | 394 | 0 | 390 | 223 | 0 | 0 |
| V/C Ratio(X) | 0.06 | 0.61 | 0.48 | 0.85 | 0.34 | 0.34 | 0.37 | 0.00 | 0.72 | 0.03 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 646 | 2419 | 1096 | 877 | 1181 | 1241 | 872 | 0 | 943 | 673 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 35.2 | 18.2 | 17.2 | 27.0 | 7.9 | 7.9 | 23.6 | 0.0 | 25.9 | 21.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.5 | 0.5 | 0.6 | 2.1 | 0.2 | 0.2 | 0.4 | 0.0 | 1.8 | 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 | 5.1 | 3.5 | 5.3 | 2.4 | 2.5 | 2.1 | 0.0 | 4.5 | 0.1 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 35.7 | 18.7 | 17.8 | 29.0 | 8.1 | 8.1 | 24.0 | 0.0 | 27.7 | 21.6 | 0.0 | 0.0 |
| LnGrp LOS | D | B | B | C | A | A | C | A | C | C | A | A |
| Approach Vol, veh/h | | 1100 | | | 1031 | | | 423 | | | 7 | |
| Approach Delay, s/veh | | 18.4 | | | 14.7 | | | 26.5 | | | 21.6 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 19.6 | 30.8 | | 21.4 | 4.7 | 45.6 | | 21.4 | | | | |
| Change Period (Y+Rc), s | 4.6 | 7.8 | | 6.0 | 4.6 | 7.8 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 35.0 | 45.0 | | 40.0 | 25.0 | 45.0 | | 40.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 14.7 | 15.2 | | 13.6 | 2.0 | 9.4 | | 13.5 | | | | |
| Green Ext Time (p_c), s | 0.3 | 7.8 | | 0.0 | 0.0 | 5.0 | | 1.8 | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 18.3 | |
| HCM 6th LOS | | B | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 4 | 23 | 19 | 58 | 30 | 59 | 20 | 321 | 117 | 125 | 464 | 15 |
| Future Volume (veh/h) | 4 | 23 | 19 | 58 | 30 | 59 | 20 | 321 | 117 | 125 | 464 | 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 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1767 | 1900 | 1870 | 1796 | 1796 | 1900 | 1856 | 1885 | 1900 | 1885 | 1796 |
| Adj Flow Rate, veh/h | 4 | 24 | 20 | 60 | 31 | 61 | 21 | 334 | 122 | 130 | 483 | 16 |
| 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, % | 0 | 9 | 0 | 2 | 7 | 7 | 0 | 3 | 1 | 0 | 1 | 7 |
| Cap, veh/h | 85 | 271 | 243 | 176 | 369 | 312 | 121 | 528 | 455 | 240 | 661 | 533 |
| Arrive On Green | 0.05 | 0.15 | 0.15 | 0.10 | 0.21 | 0.21 | 0.07 | 0.28 | 0.28 | 0.13 | 0.35 | 0.35 |
| Sat Flow, veh/h | 1810 | 1767 | 1585 | 1781 | 1796 | 1519 | 1810 | 1856 | 1598 | 1810 | 1885 | 1522 |
| Grp Volume(v), veh/h | 4 | 24 | 20 | 60 | 31 | 61 | 21 | 334 | 122 | 130 | 483 | 16 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1767 | 1585 | 1781 | 1796 | 1519 | 1810 | 1856 | 1598 | 1810 | 1885 | 1522 |
| Q Serve(g_s), s | 0.1 | 0.6 | 0.5 | 1.5 | 0.7 | 1.6 | 0.5 | 7.6 | 2.9 | 3.2 | 10.8 | 0.3 |
| Cycle Q Clear(g_c), s | 0.1 | 0.6 | 0.5 | 1.5 | 0.7 | 1.6 | 0.5 | 7.6 | 2.9 | 3.2 | 10.8 | 0.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 85 | 271 | 243 | 176 | 369 | 312 | 121 | 528 | 455 | 240 | 661 | 533 |
| V/C Ratio(X) | 0.05 | 0.09 | 0.08 | 0.34 | 0.08 | 0.20 | 0.17 | 0.63 | 0.27 | 0.54 | 0.73 | 0.03 |
| Avail Cap(c_a), veh/h | 1010 | 1169 | 1049 | 994 | 1188 | 1005 | 1010 | 1995 | 1718 | 1010 | 2027 | 1637 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.0 | 17.6 | 17.6 | 20.3 | 15.5 | 15.9 | 21.3 | 15.1 | 13.4 | 19.6 | 13.7 | 10.3 |
| Incr Delay (d2), s/veh | 0.1 | 0.1 | 0.1 | 0.4 | 0.0 | 0.1 | 0.3 | 0.5 | 0.1 | 0.7 | 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 | 0.0 | 0.2 | 0.2 | 0.6 | 0.2 | 0.5 | 0.2 | 2.8 | 0.9 | 1.3 | 3.9 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 22.1 | 17.6 | 17.6 | 20.8 | 15.6 | 16.0 | 21.6 | 15.6 | 13.5 | 20.3 | 14.3 | 10.3 |
| LnGrp LOS | C | B | B | C | B | B | C | B | B | C | B | B |
| Approach Vol, veh/h | | 48 | | | 152 | | | 477 | | | 629 | |
| Approach Delay, s/veh | | 18.0 | | | 17.8 | | | 15.3 | | | 15.5 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.4 | 17.8 | 8.8 | 11.4 | 7.2 | 20.9 | 6.3 | 13.9 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 25.0 | 50.0 | 25.0 | 30.0 | 25.0 | 50.0 | 25.0 | 30.0 |
| Max Q Clear Time (g_c+I1), s | 5.2 | 9.6 | 3.5 | 2.6 | 2.5 | 12.8 | 2.1 | 3.6 |
| Green Ext Time (p_c), s | 0.1 | 1.5 | 0.0 | 0.1 | 0.0 | 2.1 | 0.0 | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 15.8 |
| HCM 6th LOS | B |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 39.2 |
| Intersection LOS | E |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 21 | 35 | 3 | 96 | 48 | 40 | 3 | 396 | 158 | 85 | 401 | 59 |
| Future Vol, veh/h | 21 | 35 | 3 | 96 | 48 | 40 | 3 | 396 | 158 | 85 | 401 | 59 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 1 | 0 |
| Mvmt Flow | 22 | 37 | 3 | 101 | 51 | 42 | 3 | 417 | 166 | 89 | 422 | 62 |
| 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 | 12.2 | 14.8 | 44.2 | 45.2 |
| HCM LOS | B | B | E | E |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 1% | 36% | 52% | 16% |
| Vol Thru, % | 71% | 59% | 26% | 74% |
| Vol Right, % | 28% | 5% | 22% | 11% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 557 | 59 | 184 | 545 |
| LT Vol | 3 | 21 | 96 | 85 |
| Through Vol | 396 | 35 | 48 | 401 |
| RT Vol | 158 | 3 | 40 | 59 |
| Lane Flow Rate | 586 | 62 | 194 | 574 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.928 | 0.136 | 0.387 | 0.93 |
| Departure Headway (Hd) | 5.701 | 7.858 | 7.191 | 5.837 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 633 | 454 | 500 | 620 |
| Service Time | 3.75 | 5.944 | 5.255 | 3.886 |
| HCM Lane V/C Ratio | 0.926 | 0.137 | 0.388 | 0.926 |
| HCM Control Delay | 44.2 | 12.2 | 14.8 | 45.2 |
| HCM Lane LOS | E | B | B | E |
| HCM 95th-tile Q | 12.2 | 0.5 | 1.8 | 12.2 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 318 | 558 | 147 | 48 | 351 | 466 | 87 | 582 | 42 | 796 | 1207 | 481 |
| Future Volume (veh/h) | 318 | 558 | 147 | 48 | 351 | 466 | 87 | 582 | 42 | 796 | 1207 | 481 |
| 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 | 1841 | 1870 | 1885 | 1900 | 1885 | 1856 | 1870 | 1870 | 1900 | 1870 | 1885 | 1826 |
| Adj Flow Rate, veh/h | 328 | 575 | 152 | 49 | 362 | 480 | 90 | 600 | 43 | 821 | 1244 | 496 |
| 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, % | 4 | 2 | 1 | 0 | 1 | 3 | 2 | 2 | 0 | 2 | 1 | 5 |
| Cap, veh/h | 406 | 1262 | 605 | 137 | 984 | 799 | 161 | 788 | 389 | 873 | 1532 | 817 |
| Arrive On Green | 0.12 | 0.36 | 0.34 | 0.04 | 0.27 | 0.26 | 0.05 | 0.22 | 0.20 | 0.25 | 0.43 | 0.41 |
| Sat Flow, veh/h | 3401 | 3554 | 1577 | 3510 | 3582 | 1572 | 3456 | 3554 | 1610 | 3456 | 3582 | 1547 |
| Grp Volume(v), veh/h | 328 | 575 | 152 | 49 | 362 | 480 | 90 | 600 | 43 | 821 | 1244 | 496 |
| Grp Sat Flow(s),veh/h/ln | 1700 | 1777 | 1577 | 1755 | 1791 | 1572 | 1728 | 1777 | 1610 | 1728 | 1791 | 1547 |
| Q Serve(g_s), s | 11.4 | 15.1 | 8.0 | 1.7 | 9.9 | 26.3 | 3.1 | 19.2 | 2.5 | 28.3 | 37.0 | 27.1 |
| Cycle Q Clear(g_c), s | 11.4 | 15.1 | 8.0 | 1.7 | 9.9 | 26.3 | 3.1 | 19.2 | 2.5 | 28.3 | 37.0 | 27.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 406 | 1262 | 605 | 137 | 984 | 799 | 161 | 788 | 389 | 873 | 1532 | 817 |
| V/C Ratio(X) | 0.81 | 0.46 | 0.25 | 0.36 | 0.37 | 0.60 | 0.56 | 0.76 | 0.11 | 0.94 | 0.81 | 0.61 |
| Avail Cap(c_a), veh/h | 579 | 1262 | 605 | 598 | 1267 | 924 | 589 | 1257 | 602 | 873 | 1562 | 830 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 52.2 | 30.2 | 25.6 | 56.9 | 35.6 | 21.1 | 56.7 | 44.3 | 35.9 | 44.5 | 30.5 | 19.9 |
| Incr Delay (d2), s/veh | 3.6 | 0.1 | 0.1 | 0.6 | 0.1 | 0.4 | 1.1 | 0.6 | 0.0 | 17.6 | 3.1 | 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 | 5.1 | 6.5 | 3.0 | 0.7 | 4.4 | 9.5 | 1.4 | 8.5 | 1.0 | 14.2 | 16.3 | 9.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 55.8 | 30.3 | 25.7 | 57.5 | 35.6 | 21.5 | 57.9 | 44.9 | 35.9 | 62.1 | 33.6 | 20.8 |
| LnGrp LOS | E | C | C | E | D | C | E | D | D | E | C | C |
| Approach Vol, veh/h | | 1055 | | | 891 | | | 733 | | | 2561 | |
| Approach Delay, s/veh | | 37.5 | | | 29.2 | | | 45.9 | | | 40.2 | |
| Approach LOS | | D | | | C | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 34.7 | 30.9 | 8.7 | 47.2 | 9.7 | 56.0 | 18.5 | 37.4 |
| Change Period (Y+Rc), s | * 4.7 | 7.0 | * 4.7 | 7.0 | * 4.7 | 7.0 | * 4.7 | 7.0 |
| Max Green Setting (Gmax), s | * 30 | 40.0 | * 20 | 40.0 | * 20 | 50.0 | * 20 | 40.0 |
| Max Q Clear Time (g_c+I1), s | 30.3 | 21.2 | 3.7 | 17.1 | 5.1 | 39.0 | 13.4 | 28.3 |
| Green Ext Time (p_c), s | 0.0 | 2.7 | 0.0 | 2.9 | 0.1 | 5.7 | 0.4 | 2.1 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 38.6 |
| HCM 6th LOS | D |

**Notes**

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 77 | 219 | 51 | 88 | 122 | 59 | 22 | 466 | 92 | 106 | 988 | 112 |
| Future Volume (veh/h) | 77 | 219 | 51 | 88 | 122 | 59 | 22 | 466 | 92 | 106 | 988 | 112 |
| 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 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1900 | 1870 | 1900 | 1870 | 1885 | 1900 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 79 | 223 | 52 | 90 | 124 | 60 | 22 | 476 | 94 | 108 | 1008 | 114 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 1 |
| Cap, veh/h | 308 | 558 | 247 | 318 | 299 | 245 | 171 | 1717 | 772 | 330 | 1893 | 844 |
| Arrive On Green | 0.09 | 0.15 | 0.15 | 0.09 | 0.16 | 0.16 | 0.05 | 0.48 | 0.48 | 0.09 | 0.53 | 0.53 |
| Sat Flow, veh/h | 3510 | 3610 | 1601 | 3510 | 1900 | 1555 | 3510 | 3554 | 1598 | 3510 | 3582 | 1598 |
| Grp Volume(v), veh/h | 79 | 223 | 52 | 90 | 124 | 60 | 22 | 476 | 94 | 108 | 1008 | 114 |
| Grp Sat Flow(s),veh/h/ln | 1755 | 1805 | 1601 | 1755 | 1900 | 1555 | 1755 | 1777 | 1598 | 1755 | 1791 | 1598 |
| Q Serve(g_s), s | 1.9 | 5.0 | 2.6 | 2.2 | 5.3 | 3.0 | 0.5 | 7.2 | 2.9 | 2.6 | 16.6 | 3.3 |
| Cycle Q Clear(g_c), s | 1.9 | 5.0 | 2.6 | 2.2 | 5.3 | 3.0 | 0.5 | 7.2 | 2.9 | 2.6 | 16.6 | 3.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 308 | 558 | 247 | 318 | 299 | 245 | 171 | 1717 | 772 | 330 | 1893 | 844 |
| V/C Ratio(X) | 0.26 | 0.40 | 0.21 | 0.28 | 0.41 | 0.24 | 0.13 | 0.28 | 0.12 | 0.33 | 0.53 | 0.14 |
| Avail Cap(c_a), veh/h | 1014 | 1696 | 752 | 1014 | 893 | 730 | 1014 | 1717 | 772 | 1014 | 1893 | 844 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 38.3 | 34.3 | 33.3 | 38.2 | 34.2 | 33.2 | 41.0 | 13.9 | 12.8 | 38.1 | 13.9 | 10.8 |
| Incr Delay (d2), s/veh | 0.2 | 0.5 | 0.4 | 0.2 | 0.9 | 0.5 | 0.1 | 0.4 | 0.3 | 0.2 | 1.1 | 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 | 0.8 | 2.2 | 1.0 | 0.9 | 2.5 | 1.2 | 0.2 | 2.9 | 1.1 | 1.1 | 6.5 | 1.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 38.5 | 34.8 | 33.7 | 38.4 | 35.1 | 33.7 | 41.1 | 14.3 | 13.1 | 38.3 | 15.0 | 11.1 |
| LnGrp LOS | D | C | C | D | D | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 354 | | | 274 | | | 592 | | | 1230 | |
| Approach Delay, s/veh | | 35.4 | | | 35.9 | | | 15.1 | | | 16.7 | |
| Approach LOS | | D | | | D | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.2 | 17.9 | 8.4 | 51.6 | 11.9 | 18.2 | 12.5 | 47.5 |
| Change Period (Y+Rc), s | 5.0 | 6.3 | 5.0 | 7.5 | 5.0 | 6.3 | 5.0 | 7.5 |
| Max Green Setting (Gmax), s | 25.0 | 40.0 | 25.0 | 40.0 | 25.0 | 40.0 | 25.0 | 40.0 |
| Max Q Clear Time (g_c+I1), s | 4.3 | 7.0 | 2.5 | 18.6 | 3.9 | 7.3 | 4.6 | 9.2 |
| Green Ext Time (p_c), s | 0.1 | 1.7 | 0.0 | 8.0 | 0.1 | 0.9 | 0.2 | 3.8 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 21.2 |
| HCM 6th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 8 | 105 | 38 | 124 | 94 | 48 | 35 | 616 | 123 | 64 | 1006 | 21 |
| Future Volume (veh/h) | 8 | 105 | 38 | 124 | 94 | 48 | 35 | 616 | 123 | 64 | 1006 | 21 |
| 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 | 1722 | 1900 | 1900 | 1870 | 1856 | 1856 | 1900 | 1870 | 1870 | 1900 | 1870 | 1900 |
| Adj Flow Rate, veh/h | 9 | 113 | 41 | 133 | 101 | 52 | 38 | 662 | 132 | 69 | 1082 | 23 |
| 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, % | 12 | 0 | 0 | 2 | 3 | 3 | 0 | 2 | 2 | 0 | 2 | 0 |
| Cap, veh/h | 43 | 190 | 69 | 195 | 261 | 134 | 95 | 1299 | 259 | 125 | 1621 | 734 |
| Arrive On Green | 0.03 | 0.14 | 0.13 | 0.11 | 0.23 | 0.21 | 0.05 | 0.44 | 0.40 | 0.07 | 0.46 | 0.46 |
| Sat Flow, veh/h | 1640 | 1329 | 482 | 1781 | 1154 | 594 | 1810 | 2953 | 588 | 1810 | 3554 | 1610 |
| Grp Volume(v), veh/h | 9 | 0 | 154 | 133 | 0 | 153 | 38 | 398 | 396 | 69 | 1082 | 23 |
| Grp Sat Flow(s),veh/h/ln | 1640 | 0 | 1812 | 1781 | 0 | 1748 | 1810 | 1777 | 1764 | 1810 | 1777 | 1610 |
| Q Serve(g_s), s | 0.4 | 0.0 | 5.4 | 4.8 | 0.0 | 5.0 | 1.4 | 10.8 | 11.0 | 2.5 | 16.0 | 0.5 |
| Cycle Q Clear(g_c), s | 0.4 | 0.0 | 5.4 | 4.8 | 0.0 | 5.0 | 1.4 | 10.8 | 11.0 | 2.5 | 16.0 | 0.5 |
| Prop In Lane | 1.00 | | 0.27 | 1.00 | | 0.34 | 1.00 | | 0.33 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 43 | 0 | 259 | 195 | 0 | 395 | 95 | 782 | 776 | 125 | 1621 | 734 |
| V/C Ratio(X) | 0.21 | 0.00 | 0.59 | 0.68 | 0.00 | 0.39 | 0.40 | 0.51 | 0.51 | 0.55 | 0.67 | 0.03 |
| Avail Cap(c_a), veh/h | 636 | 0 | 1107 | 956 | 0 | 1329 | 701 | 1258 | 1249 | 971 | 3046 | 1380 |
| 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 | 32.0 | 0.0 | 27.0 | 28.7 | 0.0 | 22.2 | 30.7 | 13.6 | 13.9 | 30.2 | 14.3 | 10.1 |
| Incr Delay (d2), s/veh | 0.9 | 0.0 | 2.2 | 1.6 | 0.0 | 0.6 | 1.0 | 0.5 | 0.5 | 1.4 | 0.5 | 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 | 2.4 | 2.1 | 0.0 | 2.0 | 0.6 | 4.0 | 4.1 | 1.1 | 5.7 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 32.8 | 0.0 | 29.2 | 30.3 | 0.0 | 22.8 | 31.7 | 14.1 | 14.4 | 31.7 | 14.7 | 10.1 |
| LnGrp LOS | C | A | C | C | A | C | C | B | B | C | B | B |
| Approach Vol, veh/h | | 163 | | | 286 | | | 832 | | | 1174 | |
| Approach Delay, s/veh | | 29.4 | | | 26.3 | | | 15.0 | | | 15.6 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.6 | 33.5 | 11.3 | 13.6 | 7.5 | 34.6 | 5.8 | 19.2 |
| Change Period (Y+Rc), s | 5.0 | 6.5 | 5.0 | 5.0 | 5.0 | 6.5 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 25.0 | 45.0 | 35.0 | 40.0 | 25.0 | 55.0 | 25.0 | 50.0 |
| Max Q Clear Time (g_c+I1), s | 4.5 | 13.0 | 6.8 | 7.4 | 3.4 | 18.0 | 2.4 | 7.0 |
| Green Ext Time (p_c), s | 0.0 | 5.8 | 0.1 | 0.9 | 0.0 | 10.1 | 0.0 | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 17.6 |
| HCM 6th LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 76 | 169 | 30 | 142 | 199 | 43 | 64 | 635 | 92 | 107 | 976 | 86 |
| Future Volume (veh/h) | 76 | 169 | 30 | 142 | 199 | 43 | 64 | 635 | 92 | 107 | 976 | 86 |
| 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 | | 0.99 | 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 | 1885 | 1885 | 1900 | 1885 | 1870 | 1900 | 1900 | 1885 | 1885 | 1885 | 1826 | 1885 |
| Adj Flow Rate, veh/h | 81 | 180 | 32 | 151 | 212 | 46 | 68 | 676 | 98 | 114 | 1038 | 91 |
| 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, % | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 5 | 1 |
| Cap, veh/h | 140 | 282 | 239 | 211 | 354 | 302 | 133 | 1339 | 194 | 169 | 1551 | 697 |
| Arrive On Green | 0.08 | 0.15 | 0.15 | 0.12 | 0.19 | 0.19 | 0.07 | 0.43 | 0.40 | 0.09 | 0.45 | 0.45 |
| Sat Flow, veh/h | 1795 | 1885 | 1594 | 1795 | 1870 | 1597 | 1810 | 3139 | 455 | 1795 | 3469 | 1560 |
| Grp Volume(v), veh/h | 81 | 180 | 32 | 151 | 212 | 46 | 68 | 385 | 389 | 114 | 1038 | 91 |
| Grp Sat Flow(s),veh/h/ln | 1795 | 1885 | 1594 | 1795 | 1870 | 1597 | 1810 | 1791 | 1803 | 1795 | 1735 | 1560 |
| Q Serve(g_s), s | 3.3 | 6.8 | 1.3 | 6.1 | 7.8 | 1.8 | 2.7 | 11.9 | 12.0 | 4.6 | 17.8 | 2.6 |
| Cycle Q Clear(g_c), s | 3.3 | 6.8 | 1.3 | 6.1 | 7.8 | 1.8 | 2.7 | 11.9 | 12.0 | 4.6 | 17.8 | 2.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.25 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 140 | 282 | 239 | 211 | 354 | 302 | 133 | 764 | 769 | 169 | 1551 | 697 |
| V/C Ratio(X) | 0.58 | 0.64 | 0.13 | 0.71 | 0.60 | 0.15 | 0.51 | 0.50 | 0.51 | 0.67 | 0.67 | 0.13 |
| Avail Cap(c_a), veh/h | 737 | 774 | 654 | 737 | 768 | 656 | 743 | 1114 | 1122 | 737 | 2159 | 971 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 33.6 | 30.2 | 27.9 | 32.1 | 28.0 | 25.6 | 33.7 | 15.8 | 16.0 | 33.1 | 16.5 | 12.3 |
| Incr Delay (d2), s/veh | 1.4 | 3.4 | 0.4 | 1.7 | 2.3 | 0.3 | 1.1 | 0.7 | 0.7 | 1.7 | 0.7 | 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 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.5 | 3.2 | 0.5 | 2.7 | 3.6 | 0.7 | 1.2 | 4.7 | 4.8 | 2.0 | 6.6 | 0.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 35.0 | 33.6 | 28.2 | 33.8 | 30.3 | 25.9 | 34.8 | 16.6 | 16.8 | 34.8 | 17.2 | 12.4 |
| LnGrp LOS | D | C | C | C | C | C | C | B | B | C | B | B |
| Approach Vol, veh/h | | 293 | | | 409 | | | 842 | | | 1243 | |
| Approach Delay, s/veh | | 33.4 | | | 31.1 | | | 18.1 | | | 18.5 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.1 | 36.2 | 12.9 | 15.3 | 9.6 | 37.8 | 9.9 | 18.3 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | 5.0 | 5.0 | 5.0 | 6.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 30.0 | 45.0 | 30.0 | 30.0 | 30.0 | 45.0 | 30.0 | 30.0 |
| Max Q Clear Time (g_c+I1), s | 16.6 | 14.0 | 8.1 | 8.8 | 4.7 | 19.8 | 5.3 | 9.8 |
| Green Ext Time (p_c), s | 0.1 | 8.0 | 0.1 | 1.5 | 0.0 | 11.9 | 0.1 | 1.8 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 21.8 |
| HCM 6th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 3 | 1221 | 157 | 45 | 742 | 3 | 122 | 3 | 39 | 5 | 8 | 7 |
| Future Volume (veh/h) | 3 | 1221 | 157 | 45 | 742 | 3 | 122 | 3 | 39 | 5 | 8 | 7 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 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 | 907 | 1885 | 1870 | 1900 | 1870 | 1900 | 1885 | 1411 | 1411 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 3 | 1272 | 164 | 47 | 773 | 3 | 127 | 3 | 41 | 5 | 8 | 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, % | 67 | 1 | 2 | 0 | 2 | 0 | 1 | 33 | 33 | 0 | 0 | 0 |
| Cap, veh/h | 5 | 3010 | 908 | 65 | 3137 | 989 | 150 | 24 | 328 | 15 | 421 | 322 |
| Arrive On Green | 0.01 | 0.58 | 0.58 | 0.04 | 0.61 | 0.61 | 0.08 | 0.29 | 0.29 | 0.01 | 0.22 | 0.21 |
| Sat Flow, veh/h | 864 | 5147 | 1552 | 1810 | 5106 | 1610 | 1795 | 82 | 1126 | 1810 | 1948 | 1489 |
| Grp Volume(v), veh/h | 3 | 1272 | 164 | 47 | 773 | 3 | 127 | 0 | 44 | 5 | 7 | 8 |
| Grp Sat Flow(s),veh/h/ln | 864 | 1716 | 1552 | 1810 | 1702 | 1610 | 1795 | 0 | 1208 | 1810 | 1805 | 1632 |
| Q Serve(g_s), s | 0.7 | 27.5 | 9.9 | 5.2 | 13.9 | 0.1 | 14.1 | 0.0 | 5.4 | 0.6 | 0.6 | 0.7 |
| Cycle Q Clear(g_c), s | 0.7 | 27.5 | 9.9 | 5.2 | 13.9 | 0.1 | 14.1 | 0.0 | 5.4 | 0.6 | 0.6 | 0.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.93 | 1.00 | | 0.91 |
| Lane Grp Cap(c), veh/h | 5 | 3010 | 908 | 65 | 3137 | 989 | 150 | 0 | 352 | 15 | 390 | 353 |
| V/C Ratio(X) | 0.55 | 0.42 | 0.18 | 0.72 | 0.25 | 0.00 | 0.84 | 0.00 | 0.12 | 0.32 | 0.02 | 0.02 |
| Avail Cap(c_a), veh/h | 47 | 3010 | 908 | 215 | 3315 | 1045 | 418 | 0 | 352 | 90 | 390 | 353 |
| 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 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 100.0 | 23.1 | 19.4 | 96.3 | 17.7 | 15.0 | 91.1 | 0.0 | 52.7 | 99.4 | 62.2 | 62.4 |
| Incr Delay (d2), s/veh | 65.8 | 0.4 | 0.4 | 14.1 | 0.0 | 0.0 | 12.0 | 0.0 | 0.7 | 11.6 | 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 | 0.3 | 11.6 | 3.8 | 2.7 | 5.7 | 0.1 | 7.1 | 0.0 | 1.8 | 0.3 | 0.3 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 165.7 | 23.5 | 19.9 | 110.4 | 17.7 | 15.0 | 103.1 | 0.0 | 53.5 | 111.1 | 62.2 | 62.5 |
| LnGrp LOS | F | C | B | F | B | B | F | A | D | F | E | E |
| Approach Vol, veh/h | | 1439 | | | 823 | | | 171 | | | 20 | |
| Approach Delay, s/veh | | 23.4 | | | 23.0 | | | 90.3 | | | 74.5 | |
| Approach LOS | | C | | | C | | | F | | | E | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 5.7 | 62.8 | 11.2 | 122.0 | 20.9 | 47.6 | 5.3 | 128.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 9.5 | 58.3 | 23.5 | 117.5 | 46.5 | 21.3 | 10.5 | 130.5 |
| Max Q Clear Time (g_c+I1), s | 2.6 | 7.4 | 7.2 | 29.5 | 16.1 | 2.7 | 2.7 | 15.9 |
| Green Ext Time (p_c), s | 0.0 | 0.3 | 0.1 | 15.0 | 0.3 | 0.0 | 0.0 | 6.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 28.4 |
| HCM 6th LOS | C |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 17.5 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 73 | 257 | 34 | 17 | 225 | 19 | 28 | 169 | 21 | 17 | 182 | 56 |
| Future Vol, veh/h | 73 | 257 | 34 | 17 | 225 | 19 | 28 | 169 | 21 | 17 | 182 | 56 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 1 | 0 |
| Mvmt Flow | 74 | 262 | 35 | 17 | 230 | 19 | 29 | 172 | 21 | 17 | 186 | 57 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 3 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 3 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 3 | 1 | 2 |
| HCM Control Delay | 18.7 | 19.5 | 18 | 13.4 |
| HCM LOS | C | C | C | B |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 | SBLn2 | SBLn3 |
|---|---|---|---|---|---|---|---|
| Vol Left, % | 13% | 100% | 0% | 7% | 100% | 0% | 0% |
| Vol Thru, % | 78% | 0% | 88% | 86% | 0% | 100% | 0% |
| Vol Right, % | 10% | 0% | 12% | 7% | 0% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 218 | 73 | 291 | 261 | 17 | 182 | 56 |
| LT Vol | 28 | 73 | 0 | 17 | 17 | 0 | 0 |
| Through Vol | 169 | 0 | 257 | 225 | 0 | 182 | 0 |
| RT Vol | 21 | 0 | 34 | 19 | 0 | 0 | 56 |
| Lane Flow Rate | 222 | 74 | 297 | 266 | 17 | 186 | 57 |
| Geometry Grp | 8 | 8 | 8 | 8 | 7 | 7 | 7 |
| Degree of Util (X) | 0.487 | 0.162 | 0.598 | 0.558 | 0.038 | 0.379 | 0.105 |
| Departure Headway (Hd) | 7.882 | 7.828 | 7.251 | 7.544 | 7.848 | 7.353 | 6.617 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 456 | 457 | 496 | 477 | 455 | 488 | 539 |
| Service Time | 5.654 | 5.593 | 5.016 | 5.312 | 5.615 | 5.119 | 4.383 |
| HCM Lane V/C Ratio | 0.487 | 0.162 | 0.599 | 0.558 | 0.037 | 0.381 | 0.106 |
| HCM Control Delay | 18 | 12.1 | 20.3 | 19.5 | 10.9 | 14.6 | 10.2 |
| HCM Lane LOS | C | B | C | C | B | B | B |
| HCM 95th-tile Q | 2.6 | 0.6 | 3.9 | 3.4 | 0.1 | 1.7 | 0.3 |

| 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 | 10 | 272 | 21 | 59 | 307 | 38 | 34 | 176 | 37 | 36 | 206 | 11 |
| Future Vol, veh/h | 10 | 272 | 21 | 59 | 307 | 38 | 34 | 176 | 37 | 36 | 206 | 11 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles, % | 0 | 1 | 0 | 2 | 2 | 8 | 0 | 1 | 3 | 0 | 3 | 9 |
| Mvmt Flow | 11 | 292 | 23 | 63 | 330 | 41 | 37 | 189 | 40 | 39 | 222 | 12 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 3 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 3 | 2 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 3 | 1 | 2 |
| HCM Control Delay | 31.7 | 72.1 | 21 | 20.3 |
| HCM LOS | D | F | C | C |

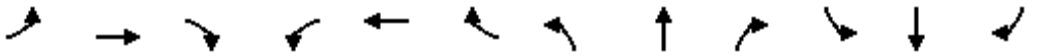
| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | WBLn1 | SBLn1 | SBLn2 | SBLn3 |
|---|---|---|---|---|---|---|---|---|
| Vol Left, % | 16% | 0% | 100% | 0% | 15% | 100% | 0% | 0% |
| Vol Thru, % | 84% | 0% | 0% | 93% | 76% | 0% | 100% | 0% |
| Vol Right, % | 0% | 100% | 0% | 7% | 9% | 0% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 210 | 37 | 10 | 293 | 404 | 36 | 206 | 11 |
| LT Vol | 34 | 0 | 10 | 0 | 59 | 36 | 0 | 0 |
| Through Vol | 176 | 0 | 0 | 272 | 307 | 0 | 206 | 0 |
| RT Vol | 0 | 37 | 0 | 21 | 38 | 0 | 0 | 11 |
| Lane Flow Rate | 226 | 40 | 11 | 315 | 434 | 39 | 222 | 12 |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Degree of Util (X) | 0.564 | 0.091 | 0.027 | 0.746 | 1 | 0.101 | 0.552 | 0.027 |
| Departure Headway (Hd) | 8.99 | 8.229 | 9.102 | 8.523 | 8.29 | 9.413 | 8.964 | 8.367 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 406 | 440 | 398 | 428 | 439 | 385 | 408 | 433 |
| Service Time | 6.653 | 5.892 | 6.756 | 6.223 | 5.997 | 7.068 | 6.62 | 6.023 |
| HCM Lane V/C Ratio | 0.557 | 0.091 | 0.028 | 0.736 | 0.989 | 0.101 | 0.544 | 0.028 |
| HCM Control Delay | 22.6 | 11.7 | 12 | 32.4 | 72.1 | 13.1 | 22.1 | 11.3 |
| HCM Lane LOS | C | B | B | D | F | B | C | B |
| HCM 95th-tile Q | 3.4 | 0.3 | 0.1 | 6.1 | 12.8 | 0.3 | 3.2 | 0.1 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 25 | 403 | 24 | 70 | 352 | 64 | 17 | 194 | 82 | 44 | 233 | 24 |
| Future Volume (veh/h) | 25 | 403 | 24 | 70 | 352 | 64 | 17 | 194 | 82 | 44 | 233 | 24 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1885 | 1900 | 1885 | 1885 | 1856 | 1900 | 1885 | 1870 | 1900 | 1841 | 1841 |
| Adj Flow Rate, veh/h | 26 | 420 | 25 | 73 | 367 | 67 | 18 | 202 | 85 | 46 | 243 | 25 |
| 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, % | 0 | 1 | 0 | 1 | 1 | 3 | 0 | 1 | 2 | 0 | 4 | 4 |
| Cap, veh/h | 75 | 618 | 527 | 136 | 683 | 569 | 59 | 374 | 315 | 106 | 413 | 350 |
| Arrive On Green | 0.04 | 0.33 | 0.33 | 0.08 | 0.36 | 0.36 | 0.03 | 0.20 | 0.20 | 0.06 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1810 | 1885 | 1609 | 1795 | 1885 | 1571 | 1810 | 1885 | 1585 | 1810 | 1841 | 1560 |
| Grp Volume(v), veh/h | 26 | 420 | 25 | 73 | 367 | 67 | 18 | 202 | 85 | 46 | 243 | 25 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1885 | 1609 | 1795 | 1885 | 1571 | 1810 | 1885 | 1585 | 1810 | 1841 | 1560 |
| Q Serve(g_s), s | 0.7 | 9.1 | 0.5 | 1.8 | 7.3 | 1.3 | 0.5 | 4.5 | 2.1 | 1.2 | 5.6 | 0.6 |
| Cycle Q Clear(g_c), s | 0.7 | 9.1 | 0.5 | 1.8 | 7.3 | 1.3 | 0.5 | 4.5 | 2.1 | 1.2 | 5.6 | 0.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 75 | 618 | 527 | 136 | 683 | 569 | 59 | 374 | 315 | 106 | 413 | 350 |
| V/C Ratio(X) | 0.35 | 0.68 | 0.05 | 0.54 | 0.54 | 0.12 | 0.30 | 0.54 | 0.27 | 0.43 | 0.59 | 0.07 |
| Avail Cap(c_a), veh/h | 672 | 1652 | 1410 | 667 | 1652 | 1377 | 672 | 1852 | 1557 | 672 | 1808 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.0 | 13.7 | 10.8 | 21.0 | 11.9 | 10.0 | 22.3 | 17.0 | 16.0 | 21.4 | 16.3 | 14.4 |
| Incr Delay (d2), s/veh | 1.0 | 1.3 | 0.0 | 1.2 | 0.7 | 0.1 | 1.0 | 1.2 | 0.5 | 1.0 | 1.3 | 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 | 0.3 | 3.4 | 0.2 | 0.7 | 2.6 | 0.4 | 0.2 | 1.8 | 0.7 | 0.5 | 2.2 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 23.0 | 15.0 | 10.9 | 22.2 | 12.6 | 10.1 | 23.3 | 18.2 | 16.5 | 22.5 | 17.7 | 14.5 |
| LnGrp LOS | C | B | B | C | B | B | C | B | B | C | B | B |
| Approach Vol, veh/h | | 471 | | | 507 | | | 305 | | | 314 | |
| Approach Delay, s/veh | | 15.3 | | | 13.6 | | | 18.0 | | | 18.1 | |
| 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 | 13.4 | 7.6 | 19.4 | 5.5 | 14.6 | 5.9 | 21.1 |
| Change Period (Y+Rc), s | 4.5 | 5.3 | 4.5 | 5.3 | 4.5 | 5.3 | 4.5 | 5.3 |
| Max Green Setting (Gmax), s | 17.0 | 45.0 | 17.0 | 40.0 | 17.0 | 45.0 | 17.0 | 40.0 |
| Max Q Clear Time (g_c+I1), s | 3.3 | 6.5 | 3.8 | 11.1 | 2.5 | 7.6 | 2.7 | 9.3 |
| Green Ext Time (p_c), s | 0.0 | 1.5 | 0.0 | 2.9 | 0.0 | 1.6 | 0.0 | 2.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 15.8 |
| HCM 6th LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 16 | 6 | 51 | 105 | 6 | 31 | 96 | 391 | 88 | 8 | 525 | 38 |
| Future Volume (vph) | 16 | 6 | 51 | 105 | 6 | 31 | 96 | 391 | 88 | 8 | 525 | 38 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 | 1.00 |
| Flpb, ped/bikes | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.91 | | 1.00 | 0.87 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.99 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1685 | | 1750 | 1659 | | 1805 | 1863 | 1545 | 1612 | 1881 | 1615 |
| Flt Permitted | | 0.94 | | 0.73 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1598 | | 1340 | 1659 | | 1805 | 1863 | 1545 | 1612 | 1881 | 1615 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 17 | 6 | 54 | 112 | 6 | 33 | 102 | 416 | 94 | 9 | 559 | 40 |
| RTOR Reduction (vph) | 0 | 44 | 0 | 0 | 27 | 0 | 0 | 0 | 39 | 0 | 0 | 21 |
| Lane Group Flow (vph) | 0 | 33 | 0 | 112 | 12 | 0 | 102 | 416 | 55 | 9 | 559 | 19 |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | 2 | 2 | | |
| Confl. Bikes (#/hr) | | | | | | | | | 1 | | | |
| Heavy Vehicles (%) | 0% | 0% | 0% | 3% | 0% | 0% | 0% | 2% | 3% | 12% | 1% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 14.4 | | 14.4 | 14.4 | | 10.9 | 48.4 | 48.4 | 0.8 | 38.3 | 38.3 |
| Effective Green, g (s) | | 16.4 | | 16.4 | 16.4 | | 12.9 | 51.4 | 51.4 | 2.8 | 41.3 | 41.3 |
| Actuated g/C Ratio | | 0.19 | | 0.19 | 0.19 | | 0.15 | 0.58 | 0.58 | 0.03 | 0.47 | 0.47 |
| Clearance Time (s) | | 6.0 | | 6.0 | 6.0 | | 6.0 | 7.0 | 7.0 | 6.0 | 7.0 | 7.0 |
| Vehicle Extension (s) | | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lane Grp Cap (vph) | | 298 | | 250 | 309 | | 264 | 1089 | 903 | 51 | 883 | 758 |
| v/s Ratio Prot | | | | | 0.01 | | c0.06 | 0.22 | | 0.01 | c0.30 | |
| v/s Ratio Perm | | 0.02 | | c0.08 | | | | | 0.04 | | | 0.01 |
| v/c Ratio | | 0.11 | | 0.45 | 0.04 | | 0.39 | 0.38 | 0.06 | 0.18 | 0.63 | 0.02 |
| Uniform Delay, d1 | | 29.7 | | 31.7 | 29.3 | | 33.9 | 9.8 | 7.9 | 41.4 | 17.6 | 12.5 |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 0.1 | | 0.5 | 0.0 | | 0.3 | 0.1 | 0.0 | 0.6 | 1.1 | 0.0 |
| Delay (s) | | 29.8 | | 32.2 | 29.3 | | 34.3 | 9.8 | 7.9 | 42.0 | 18.7 | 12.5 |
| Level of Service | | C | | C | C | | C | A | A | D | B | B |
| Approach Delay (s) | | 29.8 | | | 31.5 | | | 13.6 | | | 18.6 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 18.4 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.52 | | |
| Actuated Cycle Length (s) | 87.9 | Sum of lost time (s) | 14.0 |
| Intersection Capacity Utilization | 55.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 1 | 19 | 49 | 0 | 41 | 23 | 530 | 42 | 51 | 612 | 0 |
| Future Vol, veh/h | 0 | 1 | 19 | 49 | 0 | 41 | 23 | 530 | 42 | 51 | 612 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 150 | - | - | 110 | - | 175 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 |
| Mvmt Flow | 0 | 1 | 20 | 52 | 0 | 43 | 24 | 558 | 44 | 54 | 644 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1079 | 1405 | 644 | 1394 | 1383 | 304 | 644 | 0 | 0 | 605 | 0 | 0 |
| Stage 1 | 752 | 752 | - | 631 | 631 | - | - | - | - | - | - | - |
| Stage 2 | 327 | 653 | - | 763 | 752 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.3 | 6.5 | 6.2 | 7.3 | 6.5 | 6.93 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.319 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 186 | 141 | 476 | 111 | 145 | 693 | 951 | - | - | 983 | - | - |
| Stage 1 | 405 | 421 | - | 440 | 477 | - | - | - | - | - | - | - |
| Stage 2 | 665 | 467 | - | 400 | 421 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 164 | 130 | 476 | 99 | 133 | 691 | 951 | - | - | 980 | - | - |
| Mov Cap-2 Maneuver | 164 | 130 | - | 99 | 133 | - | - | - | - | - | - | - |
| Stage 1 | 395 | 398 | - | 428 | 464 | - | - | - | - | - | - | - |
| Stage 2 | 608 | 454 | - | 361 | 398 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 14 | 54.5 | 0.3 | 0.7 |
| HCM LOS | B | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 951 | - | - | 420 | 162 | 980 | - | - |
| HCM Lane V/C Ratio | 0.025 | - | - | 0.05 | 0.585 | 0.055 | - | - |
| HCM Control Delay (s) | 8.9 | - | - | 14 | 54.5 | 8.9 | - | - |
| HCM Lane LOS | A | - | - | B | F | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.2 | 3.1 | 0.2 | - | - |

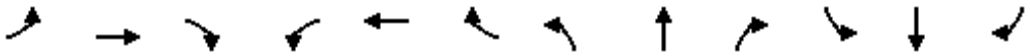
| Intersection | |
|---|---|
| Int Delay, s/veh | 3.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 1 | 19 | 49 | 0 | 41 | 23 | 530 | 42 | 51 | 612 | 0 |
| Future Vol, veh/h | 0 | 1 | 19 | 49 | 0 | 41 | 23 | 530 | 42 | 51 | 612 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | 150 | - | - | 110 | - | 175 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 |
| Mvmt Flow | 0 | 1 | 20 | 52 | 0 | 43 | 24 | 558 | 44 | 54 | 644 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1079 | 1405 | 644 | 1394 | 1383 | 304 | 644 | 0 | 0 | 605 | 0 | 0 |
| Stage 1 | 752 | 752 | - | 631 | 631 | - | - | - | - | - | - | - |
| Stage 2 | 327 | 653 | - | 763 | 752 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.3 | 6.5 | 6.2 | 7.3 | 6.5 | 6.93 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.319 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 186 | 141 | 476 | 111 | 145 | 693 | 951 | - | - | 983 | - | - |
| Stage 1 | 405 | 421 | - | 440 | 477 | - | - | - | - | - | - | - |
| Stage 2 | 665 | 467 | - | 400 | 421 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 164 | 130 | 476 | 99 | 133 | 691 | 951 | - | - | 980 | - | - |
| Mov Cap-2 Maneuver | 164 | 130 | - | 99 | 133 | - | - | - | - | - | - | - |
| Stage 1 | 395 | 398 | - | 428 | 464 | - | - | - | - | - | - | - |
| Stage 2 | 608 | 454 | - | 361 | 398 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 14 | 45.9 | 0.3 | 0.7 |
| HCM LOS | B | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 951 | - | - | 420 | 99 | 691 | 980 | - | - |
| HCM Lane V/C Ratio | 0.025 | - | - | 0.05 | 0.521 | 0.062 | 0.055 | - | - |
| HCM Control Delay (s) | 8.9 | - | - | 14 | 75.5 | 10.6 | 8.9 | - | - |
| HCM Lane LOS | A | - | - | B | F | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.2 | 2.3 | 0.2 | 0.2 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 139 | 696 | 407 | 106 | 406 | 138 | 359 | 469 | 84 | 198 | 450 | 110 |
| Future Volume (veh/h) | 139 | 696 | 407 | 106 | 406 | 138 | 359 | 469 | 84 | 198 | 450 | 110 |
| 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 | 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 | 1900 | 1885 | 1870 | 1870 | 1885 | 1856 | 1870 | 1870 | 1885 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 148 | 740 | 433 | 113 | 432 | 147 | 382 | 499 | 89 | 211 | 479 | 117 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 0 | 1 | 2 | 2 | 1 | 3 | 2 | 2 | 1 | 1 | 1 | 1 |
| Cap, veh/h | 242 | 1655 | 507 | 202 | 1601 | 480 | 425 | 1190 | 532 | 255 | 678 | 164 |
| Arrive On Green | 0.07 | 0.32 | 0.32 | 0.06 | 0.31 | 0.31 | 0.24 | 0.33 | 0.33 | 0.14 | 0.24 | 0.22 |
| Sat Flow, veh/h | 3510 | 5147 | 1576 | 3456 | 5147 | 1544 | 1781 | 3554 | 1588 | 1795 | 2843 | 689 |
| Grp Volume(v), veh/h | 148 | 740 | 433 | 113 | 432 | 147 | 382 | 499 | 89 | 211 | 300 | 296 |
| Grp Sat Flow(s),veh/h/ln | 1755 | 1716 | 1576 | 1728 | 1716 | 1544 | 1781 | 1777 | 1588 | 1795 | 1791 | 1742 |
| Q Serve(g_s), s | 4.6 | 12.7 | 28.8 | 3.6 | 7.1 | 8.1 | 23.3 | 12.2 | 4.4 | 12.8 | 17.2 | 17.5 |
| Cycle Q Clear(g_c), s | 4.6 | 12.7 | 28.8 | 3.6 | 7.1 | 8.1 | 23.3 | 12.2 | 4.4 | 12.8 | 17.2 | 17.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.40 |
| Lane Grp Cap(c), veh/h | 242 | 1655 | 507 | 202 | 1601 | 480 | 425 | 1190 | 532 | 255 | 427 | 415 |
| V/C Ratio(X) | 0.61 | 0.45 | 0.85 | 0.56 | 0.27 | 0.31 | 0.90 | 0.42 | 0.17 | 0.83 | 0.70 | 0.71 |
| Avail Cap(c_a), veh/h | 659 | 1932 | 592 | 649 | 1932 | 579 | 573 | 1810 | 809 | 337 | 672 | 654 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 50.6 | 30.1 | 35.5 | 51.3 | 29.0 | 29.4 | 41.3 | 28.8 | 26.2 | 46.7 | 39.0 | 39.5 |
| Incr Delay (d2), s/veh | 0.9 | 0.1 | 9.2 | 0.9 | 0.0 | 0.1 | 11.6 | 0.1 | 0.1 | 9.4 | 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 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.0 | 5.3 | 12.2 | 1.6 | 2.9 | 3.0 | 11.5 | 5.2 | 1.7 | 6.3 | 7.6 | 7.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 51.6 | 30.1 | 44.8 | 52.2 | 29.0 | 29.5 | 52.8 | 28.9 | 26.3 | 56.0 | 39.8 | 40.3 |
| LnGrp LOS | D | C | D | D | C | C | D | C | C | E | D | D |
| Approach Vol, veh/h | | 1321 | | | 692 | | | 970 | | | 807 | |
| Approach Delay, s/veh | | 37.3 | | | 32.9 | | | 38.1 | | | 44.2 | |
| Approach LOS | | D | | | C | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.5 | 40.0 | 30.7 | 30.7 | 11.7 | 38.8 | 19.9 | 41.5 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | 5.0 | 6.0 | 5.0 | 6.0 | 5.0 | 6.0 |
| Max Green Setting (Gmax), s | 20.0 | 40.0 | 35.0 | 40.0 | 20.0 | 40.0 | 20.0 | 55.0 |
| Max Q Clear Time (g_c+I1), s | 5.6 | 30.8 | 25.3 | 19.5 | 6.6 | 10.1 | 14.8 | 14.2 |
| Green Ext Time (p_c), s | 0.1 | 3.2 | 0.5 | 2.4 | 0.2 | 2.3 | 0.1 | 2.5 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 38.2 |
| HCM 6th LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 41 | 137 | 97 | 73 | 142 | 220 | 83 | 628 | 45 | 201 | 693 | 17 |
| Future Volume (veh/h) | 41 | 137 | 97 | 73 | 142 | 220 | 83 | 628 | 45 | 201 | 693 | 17 |
| 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 | | 0.99 | 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 | 1900 | 1900 | 1885 | 1885 | 1885 | 1870 | 1900 | 1870 | 1870 | 1885 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 42 | 141 | 100 | 75 | 146 | 227 | 86 | 647 | 0 | 207 | 714 | 0 |
| 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, % | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 2 | 2 | 1 | 2 | 2 |
| Cap, veh/h | 89 | 384 | 321 | 132 | 427 | 357 | 143 | 1129 | | 278 | 1343 | |
| Arrive On Green | 0.05 | 0.20 | 0.20 | 0.07 | 0.23 | 0.23 | 0.08 | 0.32 | 0.00 | 0.15 | 0.38 | 0.00 |
| Sat Flow, veh/h | 1810 | 1900 | 1586 | 1795 | 1885 | 1575 | 1810 | 3647 | 0 | 1795 | 3647 | 0 |
| Grp Volume(v), veh/h | 42 | 141 | 100 | 75 | 146 | 227 | 86 | 647 | 0 | 207 | 714 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1900 | 1586 | 1795 | 1885 | 1575 | 1810 | 1777 | 0 | 1795 | 1777 | 0 |
| Q Serve(g_s), s | 1.4 | 4.1 | 3.4 | 2.6 | 4.1 | 8.3 | 2.9 | 9.7 | 0.0 | 7.0 | 9.9 | 0.0 |
| Cycle Q Clear(g_c), s | 1.4 | 4.1 | 3.4 | 2.6 | 4.1 | 8.3 | 2.9 | 9.7 | 0.0 | 7.0 | 9.9 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 89 | 384 | 321 | 132 | 427 | 357 | 143 | 1129 | | 278 | 1343 | |
| V/C Ratio(X) | 0.47 | 0.37 | 0.31 | 0.57 | 0.34 | 0.64 | 0.60 | 0.57 | | 0.74 | 0.53 | |
| Avail Cap(c_a), veh/h | 1011 | 1225 | 1023 | 1158 | 1216 | 1016 | 1452 | 2907 | | 1144 | 2907 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 29.4 | 21.9 | 21.6 | 28.5 | 20.6 | 22.2 | 28.3 | 18.1 | 0.0 | 25.7 | 15.4 | 0.0 |
| Incr Delay (d2), s/veh | 3.9 | 0.6 | 0.5 | 3.8 | 0.5 | 1.9 | 4.0 | 0.5 | 0.0 | 3.9 | 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 | 0.7 | 1.8 | 1.2 | 1.2 | 1.8 | 3.0 | 1.4 | 3.7 | 0.0 | 3.1 | 3.7 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 33.3 | 22.4 | 22.1 | 32.3 | 21.1 | 24.1 | 32.3 | 18.5 | 0.0 | 29.6 | 15.7 | 0.0 |
| LnGrp LOS | C | C | C | C | C | C | C | B | | C | B | |
| Approach Vol, veh/h | | 283 | | | 448 | | | 733 | A | | 921 | A |
| Approach Delay, s/veh | | 23.9 | | | 24.5 | | | 20.2 | | | 18.8 | |
| Approach LOS | | C | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.9 | 24.2 | 8.7 | 16.8 | 10.0 | 28.0 | 7.1 | 18.4 |
| Change Period (Y+Rc), s | 4.5 | 6.0 | 5.0 | 5.0 | 6.0 | 6.0 | 4.5 | 5.0 |
| Max Green Setting (Gmax), s | 10.0 | 50.0 | 40.0 | 40.0 | 50.0 | 50.0 | 35.0 | 40.0 |
| Max Q Clear Time (g_c+I1), s | 9.9 | 11.7 | 4.6 | 6.1 | 4.9 | 11.9 | 3.4 | 10.3 |
| Green Ext Time (p_c), s | 0.6 | 5.1 | 0.2 | 1.2 | 0.2 | 5.8 | 0.1 | 1.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 20.9 |
| HCM 6th LOS | C |

**Notes**

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 120 | 56 | 90 | 15 | 53 | 24 | 87 | 644 | 9 | 26 | 732 | 114 |
| Future Volume (veh/h) | 120 | 56 | 90 | 15 | 53 | 24 | 87 | 644 | 9 | 26 | 732 | 114 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.97 | 1.00 | | 0.97 |
| 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 | 1900 | 1885 | 1900 | 1870 | 1870 | 1900 | 1856 | 1856 | 1900 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 128 | 60 | 96 | 16 | 56 | 26 | 93 | 685 | 10 | 28 | 779 | 121 |
| 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 | 0 | 1 | 0 | 2 | 2 | 0 | 3 | 3 | 0 | 1 | 1 |
| Cap, veh/h | 172 | 390 | 327 | 42 | 160 | 74 | 131 | 1590 | 23 | 64 | 1268 | 197 |
| Arrive On Green | 0.10 | 0.21 | 0.21 | 0.02 | 0.13 | 0.13 | 0.07 | 0.45 | 0.42 | 0.04 | 0.41 | 0.39 |
| Sat Flow, veh/h | 1781 | 1900 | 1595 | 1810 | 1207 | 561 | 1810 | 3555 | 52 | 1810 | 3092 | 480 |
| Grp Volume(v), veh/h | 128 | 60 | 96 | 16 | 0 | 82 | 93 | 340 | 355 | 28 | 451 | 449 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1900 | 1595 | 1810 | 0 | 1768 | 1810 | 1763 | 1844 | 1810 | 1791 | 1781 |
| Q Serve(g_s), s | 3.9 | 1.4 | 2.8 | 0.5 | 0.0 | 2.3 | 2.8 | 7.3 | 7.3 | 0.8 | 11.0 | 11.1 |
| Cycle Q Clear(g_c), s | 3.9 | 1.4 | 2.8 | 0.5 | 0.0 | 2.3 | 2.8 | 7.3 | 7.3 | 0.8 | 11.0 | 11.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.32 | 1.00 | | 0.03 | 1.00 | | 0.27 |
| Lane Grp Cap(c), veh/h | 172 | 390 | 327 | 42 | 0 | 234 | 131 | 788 | 825 | 64 | 734 | 730 |
| V/C Ratio(X) | 0.75 | 0.15 | 0.29 | 0.38 | 0.00 | 0.35 | 0.71 | 0.43 | 0.43 | 0.44 | 0.61 | 0.61 |
| Avail Cap(c_a), veh/h | 811 | 1037 | 871 | 824 | 0 | 965 | 824 | 1475 | 1543 | 824 | 1499 | 1490 |
| 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 | 24.3 | 18.1 | 18.6 | 26.6 | 0.0 | 21.9 | 25.1 | 10.5 | 10.5 | 26.2 | 12.9 | 13.0 |
| Incr Delay (d2), s/veh | 2.4 | 0.2 | 0.6 | 2.1 | 0.0 | 1.1 | 2.6 | 0.4 | 0.4 | 1.8 | 1.0 | 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 | 1.6 | 0.6 | 1.0 | 0.2 | 0.0 | 1.0 | 1.2 | 2.5 | 2.6 | 0.4 | 3.9 | 4.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 26.8 | 18.3 | 19.2 | 28.7 | 0.0 | 23.0 | 27.7 | 10.9 | 10.9 | 27.9 | 13.9 | 14.0 |
| LnGrp LOS | C | B | B | C | A | C | C | B | B | C | B | B |
| Approach Vol, veh/h | | 284 | | | 98 | | | 788 | | | 928 | |
| Approach Delay, s/veh | | 22.4 | | | 23.9 | | | 12.9 | | | 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 | 5.9 | 28.7 | 5.3 | 15.3 | 8.0 | 26.7 | 9.3 | 11.3 |
| Change Period (Y+Rc), s | * 4.2 | 5.3 | * 4.2 | * 4.2 | * 4.2 | 5.3 | * 4.2 | * 4.2 |
| Max Green Setting (Gmax), s | * 25 | 45.0 | * 25 | * 30 | * 25 | 45.0 | * 25 | * 30 |
| Max Q Clear Time (g_c+I1), s | 12.8 | 9.3 | 2.5 | 4.8 | 4.8 | 13.1 | 5.9 | 4.3 |
| Green Ext Time (p_c), s | 0.0 | 6.0 | 0.0 | 0.7 | 0.1 | 8.3 | 0.1 | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 15.4 |
| HCM 6th LOS | B |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 58 | 279 | 86 | 106 | 295 | 80 | 81 | 568 | 93 | 100 | 669 | 62 |
| Future Volume (veh/h) | 58 | 279 | 86 | 106 | 295 | 80 | 81 | 568 | 93 | 100 | 669 | 62 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.97 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1856 | 1885 | 1885 | 1870 | 1841 | 1870 | 1870 | 1900 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 64 | 310 | 96 | 118 | 328 | 89 | 90 | 631 | 103 | 111 | 743 | 69 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 0 | 3 | 1 | 1 | 2 | 4 | 2 | 2 | 0 | 2 | 2 |
| Cap, veh/h | 294 | 640 | 527 | 315 | 660 | 553 | 161 | 1208 | 197 | 167 | 1252 | 116 |
| Arrive On Green | 0.34 | 0.34 | 0.34 | 0.35 | 0.35 | 0.35 | 0.09 | 0.40 | 0.37 | 0.09 | 0.38 | 0.37 |
| Sat Flow, veh/h | 983 | 1900 | 1565 | 985 | 1885 | 1578 | 1753 | 3056 | 498 | 1810 | 3278 | 304 |
| Grp Volume(v), veh/h | 64 | 310 | 96 | 118 | 328 | 89 | 90 | 366 | 368 | 111 | 403 | 409 |
| Grp Sat Flow(s),veh/h/ln | 983 | 1900 | 1565 | 985 | 1885 | 1578 | 1753 | 1777 | 1777 | 1810 | 1777 | 1805 |
| Q Serve(g_s), s | 4.1 | 9.6 | 3.2 | 7.8 | 10.1 | 2.9 | 3.6 | 11.6 | 11.8 | 4.4 | 13.4 | 13.4 |
| Cycle Q Clear(g_c), s | 14.2 | 9.6 | 3.2 | 17.4 | 10.1 | 2.9 | 3.6 | 11.6 | 11.8 | 4.4 | 13.4 | 13.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.28 | 1.00 | | 0.17 |
| Lane Grp Cap(c), veh/h | 294 | 640 | 527 | 315 | 660 | 553 | 161 | 703 | 703 | 167 | 679 | 690 |
| V/C Ratio(X) | 0.22 | 0.48 | 0.18 | 0.37 | 0.50 | 0.16 | 0.56 | 0.52 | 0.52 | 0.67 | 0.59 | 0.59 |
| Avail Cap(c_a), veh/h | 640 | 1310 | 1079 | 649 | 1300 | 1088 | 758 | 1249 | 1249 | 758 | 1225 | 1245 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 25.3 | 19.4 | 17.3 | 25.5 | 18.9 | 16.5 | 32.1 | 17.0 | 17.3 | 32.5 | 18.3 | 18.3 |
| Incr Delay (d2), s/veh | 0.5 | 0.8 | 0.2 | 1.0 | 0.8 | 0.2 | 1.1 | 1.3 | 1.3 | 1.7 | 1.8 | 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 | 1.0 | 4.1 | 1.1 | 1.9 | 4.3 | 1.0 | 1.5 | 4.7 | 4.7 | 1.9 | 5.4 | 5.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 25.8 | 20.3 | 17.6 | 26.5 | 19.7 | 16.7 | 33.3 | 18.3 | 18.6 | 34.2 | 20.0 | 20.1 |
| LnGrp LOS | C | C | B | C | B | B | C | B | B | C | C | C |
| Approach Vol, veh/h | | 470 | | | 535 | | | 824 | | | 923 | |
| Approach Delay, s/veh | | 20.5 | | | 20.7 | | | 20.1 | | | 21.8 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.8 | 33.3 | | 29.9 | 10.8 | 33.3 | | 29.9 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | | * 6 | 6.0 | * 6 | | 6.0 |
| Max Green Setting (Gmax), s | 30.0 | 50.0 | | * 50 | 30.0 | * 50 | | 49.0 |
| Max Q Clear Time (g_c+I1), s | 6.4 | 13.8 | | 16.2 | 5.6 | 15.4 | | 19.4 |
| Green Ext Time (p_c), s | 0.1 | 10.6 | | 4.0 | 0.1 | 11.8 | | 4.5 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 20.8 |
| HCM 6th LOS | C |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 84 | 453 | 53 | 134 | 460 | 172 | 80 | 511 | 118 | 209 | 563 | 100 |
| Future Volume (veh/h) | 84 | 453 | 53 | 134 | 460 | 172 | 80 | 511 | 118 | 209 | 563 | 100 |
| 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 | | 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 | 1885 | 1900 | 1900 | 1885 | 1900 | 1900 | 1885 | 1856 | 1856 | 1885 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 90 | 487 | 57 | 144 | 495 | 185 | 86 | 549 | 127 | 225 | 605 | 108 |
| 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, % | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 3 | 1 | 2 | 2 |
| Cap, veh/h | 137 | 746 | 87 | 200 | 680 | 253 | 132 | 866 | 200 | 284 | 1175 | 209 |
| Arrive On Green | 0.08 | 0.23 | 0.22 | 0.11 | 0.26 | 0.25 | 0.07 | 0.31 | 0.29 | 0.16 | 0.39 | 0.38 |
| Sat Flow, veh/h | 1795 | 3250 | 379 | 1795 | 2573 | 956 | 1795 | 2834 | 653 | 1795 | 3013 | 537 |
| Grp Volume(v), veh/h | 90 | 270 | 274 | 144 | 346 | 334 | 86 | 341 | 335 | 225 | 356 | 357 |
| Grp Sat Flow(s),veh/h/ln | 1795 | 1805 | 1824 | 1795 | 1805 | 1724 | 1795 | 1763 | 1724 | 1795 | 1777 | 1772 |
| Q Serve(g_s), s | 4.0 | 11.1 | 11.2 | 6.4 | 14.3 | 14.5 | 3.8 | 13.6 | 13.8 | 9.9 | 12.5 | 12.6 |
| Cycle Q Clear(g_c), s | 4.0 | 11.1 | 11.2 | 6.4 | 14.3 | 14.5 | 3.8 | 13.6 | 13.8 | 9.9 | 12.5 | 12.6 |
| Prop In Lane | 1.00 | | 0.21 | 1.00 | | 0.55 | 1.00 | | 0.38 | 1.00 | | 0.30 |
| Lane Grp Cap(c), veh/h | 137 | 414 | 419 | 200 | 477 | 456 | 132 | 539 | 527 | 284 | 693 | 691 |
| V/C Ratio(X) | 0.66 | 0.65 | 0.66 | 0.72 | 0.73 | 0.73 | 0.65 | 0.63 | 0.64 | 0.79 | 0.51 | 0.52 |
| Avail Cap(c_a), veh/h | 569 | 793 | 801 | 569 | 793 | 757 | 569 | 882 | 862 | 569 | 889 | 886 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 36.8 | 28.6 | 28.7 | 35.2 | 27.4 | 27.8 | 36.9 | 24.5 | 24.7 | 33.2 | 19.1 | 19.2 |
| Incr Delay (d2), s/veh | 2.0 | 1.7 | 1.7 | 1.8 | 2.1 | 2.3 | 2.0 | 2.6 | 2.7 | 1.9 | 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 | 1.8 | 4.8 | 5.0 | 2.8 | 6.2 | 6.1 | 1.7 | 5.9 | 5.8 | 4.3 | 5.2 | 5.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 38.8 | 30.3 | 30.5 | 37.0 | 29.6 | 30.1 | 38.9 | 27.1 | 27.4 | 35.1 | 20.3 | 20.5 |
| LnGrp LOS | D | C | C | D | C | C | D | C | C | D | C | C |
| Approach Vol, veh/h | | 634 | | | 824 | | | 762 | | | 938 | |
| Approach Delay, s/veh | | 31.6 | | | 31.1 | | | 28.6 | | | 23.9 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 17.0 | 29.1 | 13.1 | 22.8 | 10.0 | 36.0 | 10.3 | 25.7 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 25.0 | 40.0 | 25.0 | 35.0 | 25.0 | 40.0 | 25.0 | 35.0 |
| Max Q Clear Time (g_c+I1), s | 11.3 | 15.8 | 8.4 | 13.2 | 5.8 | 14.6 | 6.0 | 16.5 |
| Green Ext Time (p_c), s | 0.2 | 8.3 | 0.1 | 3.3 | 0.1 | 8.9 | 0.1 | 4.2 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 28.5 |
| HCM 6th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 887 | 191 | 33 | 471 | 1 | 180 | 0 | 39 | 1 | 1 | 0 |
| Future Volume (veh/h) | 1 | 887 | 191 | 33 | 471 | 1 | 180 | 0 | 39 | 1 | 1 | 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 | 1900 | 1885 | 1900 | 1900 | 1856 | 1856 | 1885 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 1 | 964 | 208 | 36 | 512 | 1 | 196 | 0 | 42 | 1 | 1 | 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, % | 0 | 1 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 3 | 1805 | 809 | 53 | 1953 | 4 | 267 | 0 | 263 | 39 | 13 | 0 |
| Arrive On Green | 0.00 | 0.50 | 0.50 | 0.03 | 0.54 | 0.50 | 0.15 | 0.00 | 0.14 | 0.02 | 0.01 | 0.00 |
| Sat Flow, veh/h | 1810 | 3582 | 1605 | 1810 | 3610 | 7 | 1795 | 0 | 1610 | 1810 | 1900 | 0 |
| Grp Volume(v), veh/h | 1 | 964 | 208 | 36 | 250 | 263 | 196 | 0 | 42 | 1 | 1 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1791 | 1605 | 1810 | 1763 | 1854 | 1795 | 0 | 1610 | 1810 | 1900 | 0 |
| Q Serve(g_s), s | 0.0 | 9.9 | 4.0 | 1.1 | 4.1 | 4.1 | 5.6 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 9.9 | 4.0 | 1.1 | 4.1 | 4.1 | 5.6 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 3 | 1805 | 809 | 53 | 954 | 1003 | 267 | 0 | 263 | 39 | 13 | 0 |
| V/C Ratio(X) | 0.30 | 0.53 | 0.26 | 0.68 | 0.26 | 0.26 | 0.74 | 0.00 | 0.16 | 0.03 | 0.08 | 0.00 |
| Avail Cap(c_a), veh/h | 822 | 3120 | 1398 | 989 | 1699 | 1787 | 1005 | 0 | 925 | 1040 | 1063 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 26.9 | 9.1 | 7.6 | 25.9 | 6.6 | 6.6 | 22.0 | 0.0 | 19.8 | 25.8 | 26.6 | 0.0 |
| Incr Delay (d2), s/veh | 17.3 | 0.4 | 0.2 | 5.5 | 0.2 | 0.2 | 1.5 | 0.0 | 0.1 | 0.1 | 0.9 | 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 | 3.1 | 1.1 | 0.5 | 1.2 | 1.3 | 2.3 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 44.2 | 9.4 | 7.9 | 31.4 | 6.8 | 6.8 | 23.5 | 0.0 | 19.9 | 25.9 | 27.5 | 0.0 |
| LnGrp LOS | D | A | A | C | A | A | C | A | B | C | C | A |
| Approach Vol, veh/h | | 1173 | | | 549 | | | 238 | | | 2 | |
| Approach Delay, s/veh | | 9.2 | | | 8.4 | | | 22.8 | | | 26.7 | |
| Approach LOS | | A | | | A | | | C | | | C | |

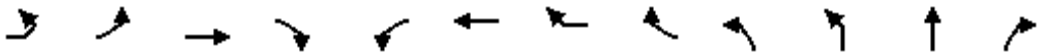
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 5.6 | 31.2 | | 4.4 | 3.6 | 33.2 | | 12.8 |
| Change Period (Y+Rc), s | 3.5 | 6.0 | | * 4.2 | 3.5 | 6.0 | | 5.0 |
| Max Green Setting (Gmax), s | 30.0 | 45.0 | | * 30 | 25.0 | 50.0 | | 30.0 |
| Max Q Clear Time (g_c+I1), s | 3.1 | 11.9 | | 2.0 | 2.0 | 6.1 | | 7.6 |
| Green Ext Time (p_c), s | 0.0 | 13.3 | | 0.0 | 0.0 | 5.1 | | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 10.7 |
| HCM 6th LOS | B |

**Notes**

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



| Movement | EBL2 | EBL | EBT | EBR | WBL | WBT | WBR | WBR2 | NBL2 | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 2 | 17 | 76 | 27 | 37 | 72 | 31 | 7 | 14 | 257 | 200 | 28 |
| Future Volume (vph) | 2 | 17 | 76 | 27 | 37 | 72 | 31 | 7 | 14 | 257 | 200 | 28 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.0 | | | 4.0 | | | | 4.0 | 4.0 | |
| Lane Util. Factor | | | 1.00 | | | 1.00 | | | | 1.00 | 1.00 | |
| Frpb, ped/bikes | | | 0.99 | | | 0.99 | | | | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | 1.00 | | | | 1.00 | 1.00 | |
| Frt | | | 0.97 | | | 0.97 | | | | 1.00 | 0.98 | |
| Flt Protected | | | 0.99 | | | 0.99 | | | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 1764 | | | 1761 | | | | 1788 | 1827 | |
| Flt Permitted | | | 0.94 | | | 0.89 | | | | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 1674 | | | 1579 | | | | 1788 | 1827 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 2 | 18 | 80 | 28 | 39 | 76 | 33 | 7 | 15 | 271 | 211 | 29 |
| RTOR Reduction (vph) | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 121 | 0 | 0 | 154 | 0 | 0 | 0 | 286 | 236 | 0 |
| Confl. Peds. (#/hr) | 10 | 3 | | 2 | 2 | | 10 | 3 | 4 | 10 | | 4 |
| Confl. Bikes (#/hr) | | | | 1 | | | 1 | | | | | |
| Heavy Vehicles (%) | 0% | 0% | 3% | 4% | 3% | 1% | 0% | 0% | 0% | 1% | 2% | 0% |
| Turn Type | Perm | Perm | NA | | Perm | NA | | | Split | Split | NA | |
| Protected Phases | | | 4 | | | 4 | | | 2 | 2 | 2 | |
| Permitted Phases | 4 | 4 | | | 4 | | | | | | | |
| Actuated Green, G (s) | | | 15.4 | | | 15.4 | | | | 23.0 | 23.0 | |
| Effective Green, g (s) | | | 16.5 | | | 16.5 | | | | 24.6 | 24.6 | |
| Actuated g/C Ratio | | | 0.17 | | | 0.17 | | | | 0.26 | 0.26 | |
| Clearance Time (s) | | | 5.1 | | | 5.1 | | | | 5.6 | 5.6 | |
| Vehicle Extension (s) | | | 2.0 | | | 2.0 | | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 291 | | | 275 | | | | 464 | 475 | |
| v/s Ratio Prot | | | | | | | | | | c0.16 | 0.13 | |
| v/s Ratio Perm | | | 0.07 | | | c0.10 | | | | | | |
| v/c Ratio | | | 0.42 | | | 0.56 | | | | 0.62 | 0.50 | |
| Uniform Delay, d1 | | | 34.8 | | | 35.7 | | | | 30.8 | 29.7 | |
| Progression Factor | | | 1.00 | | | 1.00 | | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.4 | | | 1.6 | | | | 2.4 | 0.8 | |
| Delay (s) | | | 35.1 | | | 37.3 | | | | 33.3 | 30.6 | |
| Level of Service | | | D | | | D | | | | C | C | |
| Approach Delay (s) | | | 35.1 | | | 37.3 | | | | | 32.0 | |
| Approach LOS | | | D | | | D | | | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 34.6 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.60 | | |
| Actuated Cycle Length (s) | 94.6 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 73.5% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | SBL | SBT | SBR | SBR2 | SEL2 | SEL | SER | SER2 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 5 | 216 | 20 | 1 | 6 | 41 | 218 | 5 |
| Future Volume (vph) | 5 | 216 | 20 | 1 | 6 | 41 | 218 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | | 4.0 | 4.0 | |
| Lane Util. Factor | | 1.00 | | | | 1.00 | 1.00 | |
| Frpb, ped/bikes | | 1.00 | | | | 1.00 | 0.97 | |
| Flpb, ped/bikes | | 1.00 | | | | 1.00 | 1.00 | |
| Frt | | 0.99 | | | | 1.00 | 0.85 | |
| Flt Protected | | 1.00 | | | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1845 | | | | 1805 | 1546 | |
| Flt Permitted | | 1.00 | | | | 0.95 | 1.00 | |
| Satd. Flow (perm) | | 1845 | | | | 1805 | 1546 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 5 | 227 | 21 | 1 | 6 | 43 | 229 | 5 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 |
| Lane Group Flow (vph) | 0 | 254 | 0 | 0 | 0 | 49 | 155 | 0 |
| Confl. Peds. (#/hr) | 4 | | 4 | 10 | 3 | 4 | 2 | 4 |
| Confl. Bikes (#/hr) | | | | | | | 2 | |
| Heavy Vehicles (%) | 0% | 1% | 5% | 0% | 0% | 0% | 1% | 0% |
| Turn Type | Split | NA | | | Prot | Prot | Perm | |
| Protected Phases | 3 | 3 | | | 1 | 1 | | |
| Permitted Phases | | | | | | | 1 | |
| Actuated Green, G (s) | | 19.0 | | | | 15.3 | 15.3 | |
| Effective Green, g (s) | | 20.6 | | | | 16.9 | 16.9 | |
| Actuated g/C Ratio | | 0.22 | | | | 0.18 | 0.18 | |
| Clearance Time (s) | | 5.6 | | | | 5.6 | 5.6 | |
| Vehicle Extension (s) | | 2.0 | | | | 2.0 | 2.0 | |
| Lane Grp Cap (vph) | | 401 | | | | 322 | 276 | |
| v/s Ratio Prot | | c0.14 | | | | 0.03 | | |
| v/s Ratio Perm | | | | | | | c0.10 | |
| v/c Ratio | | 0.63 | | | | 0.15 | 0.56 | |
| Uniform Delay, d1 | | 33.6 | | | | 32.8 | 35.5 | |
| Progression Factor | | 1.00 | | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 2.4 | | | | 0.1 | 1.6 | |
| Delay (s) | | 36.0 | | | | 32.9 | 37.0 | |
| Level of Service | | D | | | | C | D | |
| Approach Delay (s) | | 36.0 | | | | 36.3 | | |
| Approach LOS | | D | | | | D | | |

| Intersection Summary |
|---|



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 43 | 255 | 166 | 121 | 225 | 33 | 200 | 475 | 128 | 69 | 462 | 28 |
| Future Volume (veh/h) | 43 | 255 | 166 | 121 | 225 | 33 | 200 | 475 | 128 | 69 | 462 | 28 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.96 | 1.00 | | 0.94 | 1.00 | | 0.95 | 1.00 | | 0.97 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 46 | 274 | 178 | 130 | 242 | 35 | 215 | 511 | 138 | 74 | 497 | 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, % | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 |
| Cap, veh/h | 50 | 479 | 390 | 153 | 964 | 137 | 251 | 655 | 540 | 80 | 867 | 52 |
| Arrive On Green | 0.03 | 0.25 | 0.25 | 0.08 | 0.31 | 0.29 | 0.14 | 0.35 | 0.35 | 0.04 | 0.25 | 0.24 |
| Sat Flow, veh/h | 1810 | 1900 | 1549 | 1810 | 3120 | 443 | 1810 | 1885 | 1525 | 1795 | 3425 | 206 |
| Grp Volume(v), veh/h | 46 | 274 | 178 | 130 | 137 | 140 | 215 | 511 | 138 | 74 | 259 | 268 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1900 | 1549 | 1810 | 1791 | 1773 | 1810 | 1885 | 1525 | 1795 | 1791 | 1840 |
| Q Serve(g_s), s | 1.5 | 7.4 | 5.7 | 4.2 | 3.4 | 3.5 | 6.8 | 14.3 | 3.8 | 2.4 | 7.4 | 7.5 |
| Cycle Q Clear(g_c), s | 1.5 | 7.4 | 5.7 | 4.2 | 3.4 | 3.5 | 6.8 | 14.3 | 3.8 | 2.4 | 7.4 | 7.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.25 | 1.00 | | 1.00 | 1.00 | | 0.11 |
| Lane Grp Cap(c), veh/h | 50 | 479 | 390 | 153 | 553 | 548 | 251 | 655 | 540 | 80 | 453 | 466 |
| V/C Ratio(X) | 0.93 | 0.57 | 0.46 | 0.85 | 0.25 | 0.26 | 0.86 | 0.78 | 0.26 | 0.93 | 0.57 | 0.57 |
| Avail Cap(c_a), veh/h | 753 | 1333 | 1087 | 753 | 1257 | 1244 | 753 | 1150 | 940 | 747 | 1092 | 1122 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 28.6 | 19.2 | 18.6 | 26.6 | 15.2 | 15.4 | 24.8 | 17.2 | 13.5 | 28.0 | 19.2 | 19.3 |
| Incr Delay (d2), s/veh | 22.0 | 0.4 | 0.3 | 5.0 | 0.1 | 0.1 | 3.3 | 0.8 | 0.1 | 15.5 | 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 | 0.9 | 3.0 | 1.9 | 1.9 | 1.3 | 1.3 | 3.0 | 5.6 | 1.2 | 1.3 | 2.9 | 3.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 50.6 | 19.6 | 18.9 | 31.5 | 15.3 | 15.5 | 28.1 | 18.0 | 13.6 | 43.6 | 19.6 | 19.7 |
| LnGrp LOS | D | B | B | C | B | B | C | B | B | D | B | B |
| Approach Vol, veh/h | | 498 | | | 407 | | | 864 | | | 601 | |
| Approach Delay, s/veh | | 22.2 | | | 20.5 | | | 19.8 | | | 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 | 5.6 | 22.2 | 6.6 | 24.4 | 9.0 | 18.8 | 12.2 | 18.9 |
| Change Period (Y+Rc), s | 3.5 | 5.3 | 3.5 | 4.9 | 3.5 | 5.3 | 3.5 | 4.9 |
| Max Green Setting (Gmax), s | 25.0 | 40.0 | 25.0 | 35.0 | 25.0 | 40.0 | 25.0 | 35.0 |
| Max Q Clear Time (g_c+I1), s | 3.5 | 5.5 | 4.4 | 16.3 | 6.2 | 9.4 | 8.8 | 9.5 |
| Green Ext Time (p_c), s | 0.0 | 0.8 | 0.0 | 1.7 | 0.0 | 1.0 | 0.1 | 1.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 21.1 |
| HCM 6th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 121 | 432 | 227 | 147 | 414 | 77 | 232 | 604 | 109 | 150 | 508 | 88 |
| Future Volume (veh/h) | 121 | 432 | 227 | 147 | 414 | 77 | 232 | 604 | 109 | 150 | 508 | 88 |
| 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 | | 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 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 130 | 465 | 244 | 158 | 445 | 83 | 249 | 649 | 117 | 161 | 546 | 95 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Cap, veh/h | 155 | 665 | 346 | 185 | 936 | 173 | 305 | 1111 | 484 | 189 | 747 | 130 |
| Arrive On Green | 0.09 | 0.29 | 0.28 | 0.10 | 0.31 | 0.29 | 0.17 | 0.31 | 0.31 | 0.11 | 0.25 | 0.23 |
| Sat Flow, veh/h | 1810 | 2261 | 1177 | 1795 | 3001 | 555 | 1795 | 3582 | 1560 | 1795 | 3045 | 528 |
| Grp Volume(v), veh/h | 130 | 368 | 341 | 158 | 264 | 264 | 249 | 649 | 117 | 161 | 320 | 321 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1791 | 1647 | 1795 | 1791 | 1765 | 1795 | 1791 | 1560 | 1795 | 1791 | 1782 |
| Q Serve(g_s), s | 6.0 | 15.6 | 15.9 | 7.4 | 10.2 | 10.4 | 11.4 | 13.0 | 4.8 | 7.5 | 14.0 | 14.2 |
| Cycle Q Clear(g_c), s | 6.0 | 15.6 | 15.9 | 7.4 | 10.2 | 10.4 | 11.4 | 13.0 | 4.8 | 7.5 | 14.0 | 14.2 |
| Prop In Lane | 1.00 | | 0.71 | 1.00 | | 0.31 | 1.00 | | 1.00 | 1.00 | | 0.30 |
| Lane Grp Cap(c), veh/h | 155 | 527 | 485 | 185 | 559 | 551 | 305 | 1111 | 484 | 189 | 440 | 437 |
| V/C Ratio(X) | 0.84 | 0.70 | 0.70 | 0.85 | 0.47 | 0.48 | 0.82 | 0.58 | 0.24 | 0.85 | 0.73 | 0.73 |
| Avail Cap(c_a), veh/h | 413 | 661 | 608 | 410 | 661 | 651 | 410 | 1720 | 749 | 410 | 860 | 856 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 38.5 | 26.8 | 27.3 | 37.7 | 23.7 | 24.0 | 34.2 | 24.8 | 22.0 | 37.6 | 29.6 | 29.8 |
| Incr Delay (d2), s/veh | 4.7 | 1.4 | 1.7 | 4.2 | 0.2 | 0.2 | 6.8 | 0.2 | 0.1 | 4.2 | 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 | 2.8 | 6.6 | 6.3 | 3.4 | 4.2 | 4.2 | 5.4 | 5.4 | 1.7 | 3.5 | 6.0 | 6.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 43.1 | 28.2 | 29.0 | 41.9 | 23.9 | 24.2 | 40.9 | 25.0 | 22.1 | 41.8 | 30.5 | 30.7 |
| LnGrp LOS | D | C | C | D | C | C | D | C | C | D | C | C |
| Approach Vol, veh/h | | 839 | | | 686 | | | 1015 | | | 802 | |
| Approach Delay, s/veh | | 30.9 | | | 28.2 | | | 28.6 | | | 32.8 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.0 | 30.5 | 12.8 | 29.1 | 18.5 | 25.0 | 11.3 | 30.6 |
| Change Period (Y+Rc), s | 3.5 | 5.0 | 3.5 | 5.5 | 3.5 | 5.0 | 3.5 | 5.5 |
| Max Green Setting (Gmax), s | 20.0 | 40.0 | 20.0 | 30.0 | 20.0 | 40.0 | 20.0 | 30.0 |
| Max Q Clear Time (g_c+I1), s | 9.5 | 15.0 | 9.4 | 17.9 | 13.4 | 16.2 | 8.0 | 12.4 |
| Green Ext Time (p_c), s | 0.2 | 3.3 | 0.1 | 2.5 | 0.2 | 2.6 | 0.1 | 2.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 30.1 |
| HCM 6th LOS | C |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 10.4 |
| Intersection LOS | B |

| Movement | EBU | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 0 | 116 | 139 | 128 | 125 | 96 | 125 |
| Future Vol, veh/h | 0 | 116 | 139 | 128 | 125 | 96 | 125 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 0 | 3 | 1 | 2 | 1 | 3 | 2 |
| Mvmt Flow | 0 | 127 | 153 | 141 | 137 | 105 | 137 |
| Number of Lanes | 0 | 1 | 0 | 1 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 2 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 2 |
| HCM Control Delay | 10.5 | 10.1 | 10.6 |
| HCM LOS | B | B | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | WBLn2 |
|---|---|---|---|---|
| Vol Left, % | 43% | 0% | 100% | 0% |
| Vol Thru, % | 0% | 45% | 0% | 100% |
| Vol Right, % | 57% | 55% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 221 | 255 | 128 | 125 |
| LT Vol | 96 | 0 | 128 | 0 |
| Through Vol | 0 | 116 | 0 | 125 |
| RT Vol | 125 | 139 | 0 | 0 |
| Lane Flow Rate | 243 | 280 | 141 | 137 |
| Geometry Grp | 2 | 5 | 7 | 7 |
| Degree of Util (X) | 0.337 | 0.365 | 0.231 | 0.206 |
| Departure Headway (Hd) | 4.99 | 4.694 | 5.914 | 5.392 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 714 | 759 | 602 | 659 |
| Service Time | 3.061 | 2.769 | 3.694 | 3.172 |
| HCM Lane V/C Ratio | 0.34 | 0.369 | 0.234 | 0.208 |
| HCM Control Delay | 10.6 | 10.5 | 10.5 | 9.6 |
| HCM Lane LOS | B | B | B | A |
| HCM 95th-tile Q | 1.5 | 1.7 | 0.9 | 0.8 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 17.6 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 52 | 199 | 91 | 69 | 135 | 9 | 73 | 162 | 56 | 15 | 213 | 35 |
| Future Vol, veh/h | 52 | 199 | 91 | 69 | 135 | 9 | 73 | 162 | 56 | 15 | 213 | 35 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles, % | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| Mvmt Flow | 56 | 214 | 98 | 74 | 145 | 10 | 78 | 174 | 60 | 16 | 229 | 38 |
| 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 | 20.1 | 15 | 17.6 | 16.4 |
| HCM LOS | C | B | C | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 25% | 15% | 32% | 6% |
| Vol Thru, % | 56% | 58% | 63% | 81% |
| Vol Right, % | 19% | 27% | 4% | 13% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 291 | 342 | 213 | 263 |
| LT Vol | 73 | 52 | 69 | 15 |
| Through Vol | 162 | 199 | 135 | 213 |
| RT Vol | 56 | 91 | 9 | 35 |
| Lane Flow Rate | 313 | 368 | 229 | 283 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.562 | 0.642 | 0.431 | 0.514 |
| Departure Headway (Hd) | 6.468 | 6.281 | 6.774 | 6.537 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 554 | 570 | 527 | 549 |
| Service Time | 4.55 | 4.358 | 4.864 | 4.622 |
| HCM Lane V/C Ratio | 0.565 | 0.646 | 0.435 | 0.515 |
| HCM Control Delay | 17.6 | 20.1 | 15 | 16.4 |
| HCM Lane LOS | C | C | B | C |
| HCM 95th-tile Q | 3.5 | 4.6 | 2.1 | 2.9 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 113 | 410 | 156 | 43 | 285 | 30 | 104 | 241 | 63 | 39 | 281 | 130 |
| Future Volume (veh/h) | 113 | 410 | 156 | 43 | 285 | 30 | 104 | 241 | 63 | 39 | 281 | 130 |
| 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 | | 0.97 | 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 | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 | 1900 | 1870 | 1870 | 1856 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 123 | 446 | 170 | 47 | 310 | 33 | 113 | 262 | 68 | 42 | 305 | 141 |
| 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, % | 1 | 1 | 1 | 2 | 2 | 2 | 0 | 2 | 2 | 3 | 0 | 0 |
| Cap, veh/h | 188 | 784 | 296 | 111 | 863 | 91 | 176 | 836 | 213 | 104 | 494 | 417 |
| Arrive On Green | 0.10 | 0.31 | 0.29 | 0.06 | 0.27 | 0.25 | 0.10 | 0.30 | 0.28 | 0.06 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1795 | 2537 | 958 | 1781 | 3233 | 341 | 1810 | 2803 | 713 | 1767 | 1900 | 1605 |
| Grp Volume(v), veh/h | 123 | 314 | 302 | 47 | 169 | 174 | 113 | 164 | 166 | 42 | 305 | 141 |
| Grp Sat Flow(s),veh/h/ln | 1795 | 1791 | 1705 | 1781 | 1777 | 1797 | 1810 | 1777 | 1739 | 1767 | 1900 | 1605 |
| Q Serve(g_s), s | 3.9 | 8.7 | 8.9 | 1.5 | 4.5 | 4.6 | 3.5 | 4.2 | 4.4 | 1.4 | 8.3 | 4.2 |
| Cycle Q Clear(g_c), s | 3.9 | 8.7 | 8.9 | 1.5 | 4.5 | 4.6 | 3.5 | 4.2 | 4.4 | 1.4 | 8.3 | 4.2 |
| Prop In Lane | 1.00 | | 0.56 | 1.00 | | 0.19 | 1.00 | | 0.41 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 188 | 553 | 527 | 111 | 474 | 479 | 176 | 530 | 518 | 104 | 494 | 417 |
| V/C Ratio(X) | 0.65 | 0.57 | 0.57 | 0.42 | 0.36 | 0.36 | 0.64 | 0.31 | 0.32 | 0.40 | 0.62 | 0.34 |
| Avail Cap(c_a), veh/h | 791 | 1245 | 1185 | 785 | 1235 | 1249 | 798 | 1235 | 1209 | 779 | 1321 | 1115 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 25.4 | 17.1 | 17.4 | 26.6 | 17.5 | 17.6 | 25.6 | 16.0 | 16.2 | 26.7 | 19.2 | 17.7 |
| Incr Delay (d2), s/veh | 1.4 | 1.3 | 1.4 | 0.9 | 0.6 | 0.7 | 1.5 | 0.5 | 0.5 | 0.9 | 1.8 | 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 | 1.6 | 3.4 | 3.4 | 0.6 | 1.8 | 1.9 | 1.5 | 1.6 | 1.7 | 0.6 | 3.6 | 1.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 26.8 | 18.4 | 18.8 | 27.6 | 18.2 | 18.3 | 27.1 | 16.5 | 16.7 | 27.7 | 21.0 | 18.4 |
| LnGrp LOS | C | B | B | C | B | B | C | B | B | C | C | B |
| Approach Vol, veh/h | | 739 | | | 390 | | | 443 | | | 488 | |
| Approach Delay, s/veh | | 19.9 | | | 19.4 | | | 19.3 | | | 20.8 | |
| Approach LOS | | B | | | B | | | B | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.5 | 21.6 | 7.7 | 22.2 | 9.7 | 19.3 | 10.2 | 19.7 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 25.0 | 40.0 | 25.0 | 40.0 | 25.0 | 40.0 | 25.0 | 40.0 |
| Max Q Clear Time (g_c+I1), s | 3.4 | 6.4 | 3.5 | 10.9 | 5.5 | 10.3 | 5.9 | 6.6 |
| Green Ext Time (p_c), s | 0.0 | 3.0 | 0.0 | 6.0 | 0.1 | 3.6 | 0.1 | 3.1 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 19.9 |
| HCM 6th LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 90 | 165 | 140 | 16 | 106 | 14 | 87 | 321 | 38 | 18 | 358 | 93 |
| Future Volume (veh/h) | 90 | 165 | 140 | 16 | 106 | 14 | 87 | 321 | 38 | 18 | 358 | 93 |
| 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 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1885 | 1885 | 1900 | 1900 | 1885 | 1900 |
| Adj Flow Rate, veh/h | 91 | 167 | 141 | 16 | 107 | 14 | 88 | 324 | 38 | 18 | 362 | 94 |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Cap, veh/h | 261 | 200 | 169 | 106 | 346 | 45 | 678 | 1361 | 1159 | 748 | 1361 | 1159 |
| Arrive On Green | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 |
| Sat Flow, veh/h | 1286 | 947 | 800 | 1088 | 1642 | 215 | 942 | 1885 | 1606 | 1035 | 1885 | 1606 |
| Grp Volume(v), veh/h | 91 | 0 | 308 | 16 | 0 | 121 | 88 | 324 | 38 | 18 | 362 | 94 |
| Grp Sat Flow(s),veh/h/ln | 1286 | 0 | 1747 | 1088 | 0 | 1856 | 942 | 1885 | 1606 | 1035 | 1885 | 1606 |
| Q Serve(g_s), s | 7.7 | 0.0 | 20.1 | 1.7 | 0.0 | 6.6 | 4.2 | 6.9 | 0.8 | 0.7 | 7.9 | 2.1 |
| Cycle Q Clear(g_c), s | 14.2 | 0.0 | 20.1 | 21.8 | 0.0 | 6.6 | 12.1 | 6.9 | 0.8 | 7.6 | 7.9 | 2.1 |
| Prop In Lane | 1.00 | | 0.46 | 1.00 | | 0.12 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 261 | 0 | 369 | 106 | 0 | 392 | 678 | 1361 | 1159 | 748 | 1361 | 1159 |
| V/C Ratio(X) | 0.35 | 0.00 | 0.84 | 0.15 | 0.00 | 0.31 | 0.13 | 0.24 | 0.03 | 0.02 | 0.27 | 0.08 |
| Avail Cap(c_a), veh/h | 810 | 0 | 1114 | 571 | 0 | 1184 | 678 | 1361 | 1159 | 748 | 1361 | 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 | 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 | 45.7 | 0.0 | 45.1 | 55.5 | 0.0 | 39.7 | 7.8 | 5.6 | 4.7 | 6.8 | 5.7 | 4.9 |
| Incr Delay (d2), s/veh | 0.8 | 0.0 | 5.0 | 0.6 | 0.0 | 0.4 | 0.4 | 0.4 | 0.1 | 0.1 | 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 | 2.5 | 0.0 | 9.2 | 0.5 | 0.0 | 3.1 | 0.9 | 2.6 | 0.3 | 0.2 | 3.0 | 0.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 46.5 | 0.0 | 50.2 | 56.1 | 0.0 | 40.1 | 8.2 | 6.0 | 4.8 | 6.9 | 6.2 | 5.0 |
| LnGrp LOS | D | A | D | E | A | D | A | A | A | A | A | A |
| Approach Vol, veh/h | | 399 | | | 137 | | | 450 | | | 474 | |
| Approach Delay, s/veh | | 49.3 | | | 42.0 | | | 6.3 | | | 6.0 | |
| Approach LOS | | D | | | D | | | A | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 90.0 | 29.1 | 90.0 | 29.1 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 85.5 | 75.5 | 85.5 | 75.5 |
| Max Q Clear Time (g_c+I1), s | 14.1 | 22.1 | 9.9 | 23.8 |
| Green Ext Time (p_c), s | 2.8 | 2.5 | 2.9 | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 21.3 |
| HCM 6th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 10 | 146 | 26 | 287 | 127 | 59 | 42 | 335 | 215 | 83 | 649 | 20 |
| Future Volume (veh/h) | 10 | 146 | 26 | 287 | 127 | 59 | 42 | 335 | 215 | 83 | 649 | 20 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1885 | 1900 | 1885 | 1870 | 1870 | 1900 | 1870 | 1870 | 1900 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 11 | 159 | 28 | 312 | 138 | 64 | 46 | 364 | 234 | 90 | 705 | 22 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 2 | 2 | 0 | 1 | 1 |
| Cap, veh/h | 245 | 256 | 213 | 449 | 468 | 390 | 104 | 620 | 392 | 143 | 1130 | 35 |
| Arrive On Green | 0.14 | 0.14 | 0.14 | 0.25 | 0.25 | 0.25 | 0.06 | 0.30 | 0.26 | 0.08 | 0.32 | 0.28 |
| Sat Flow, veh/h | 1810 | 1885 | 1573 | 1795 | 1870 | 1559 | 1810 | 2087 | 1320 | 1810 | 3545 | 111 |
| Grp Volume(v), veh/h | 11 | 159 | 28 | 312 | 138 | 64 | 46 | 309 | 289 | 90 | 356 | 371 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1885 | 1573 | 1795 | 1870 | 1559 | 1810 | 1777 | 1630 | 1810 | 1791 | 1865 |
| Q Serve(g_s), s | 0.4 | 5.4 | 1.1 | 10.6 | 4.0 | 2.2 | 1.7 | 9.9 | 10.4 | 3.2 | 11.4 | 11.4 |
| Cycle Q Clear(g_c), s | 0.4 | 5.4 | 1.1 | 10.6 | 4.0 | 2.2 | 1.7 | 9.9 | 10.4 | 3.2 | 11.4 | 11.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.81 | 1.00 | | 0.06 |
| Lane Grp Cap(c), veh/h | 245 | 256 | 213 | 449 | 468 | 390 | 104 | 528 | 485 | 143 | 571 | 594 |
| V/C Ratio(X) | 0.04 | 0.62 | 0.13 | 0.69 | 0.29 | 0.16 | 0.44 | 0.58 | 0.60 | 0.63 | 0.62 | 0.62 |
| Avail Cap(c_a), veh/h | 834 | 869 | 725 | 1135 | 1182 | 986 | 834 | 1123 | 1030 | 700 | 999 | 1040 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 25.3 | 27.4 | 25.6 | 22.9 | 20.4 | 19.7 | 30.6 | 20.1 | 21.1 | 30.0 | 19.5 | 19.6 |
| Incr Delay (d2), s/veh | 0.1 | 1.8 | 0.2 | 2.8 | 0.5 | 0.3 | 1.1 | 1.2 | 1.4 | 1.7 | 1.4 | 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 | 0.2 | 2.4 | 0.4 | 4.5 | 1.7 | 0.8 | 0.7 | 4.0 | 4.0 | 1.4 | 4.6 | 4.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 25.3 | 29.3 | 25.8 | 25.6 | 20.9 | 20.0 | 31.7 | 21.3 | 22.5 | 31.7 | 20.8 | 20.9 |
| LnGrp LOS | C | C | C | C | C | B | C | C | C | C | C | C |
| Approach Vol, veh/h | | 198 | | | 514 | | | 644 | | | 817 | |
| Approach Delay, s/veh | | 28.6 | | | 23.7 | | | 22.6 | | | 22.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.3 | 24.0 | | 13.1 | 7.9 | 25.4 | | 20.8 |
| Change Period (Y+Rc), s | 5.0 | 6.5 | | 5.0 | 5.0 | 6.5 | | 5.0 |
| Max Green Setting (Gmax), s | 25.0 | 40.0 | | 30.0 | 30.0 | 35.0 | | 41.5 |
| Max Q Clear Time (g_c+I1), s | 5.2 | 12.4 | | 7.4 | 3.7 | 13.4 | | 12.6 |
| Green Ext Time (p_c), s | 0.1 | 4.9 | | 0.8 | 0.0 | 5.5 | | 3.2 |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 23.2 |
| HCM 6th LOS | | C |



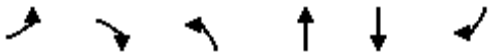
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 62 | 2 | 57 | 2 | 6 | 2 | 34 | 505 | 10 | 18 | 903 | 51 |
| Future Volume (veh/h) | 62 | 2 | 57 | 2 | 6 | 2 | 34 | 505 | 10 | 18 | 903 | 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 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1856 | 1885 | 1885 | 1900 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 67 | 2 | 62 | 2 | 7 | 2 | 37 | 549 | 11 | 20 | 982 | 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, % | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 1 | 1 |
| Cap, veh/h | 153 | 9 | 290 | 3 | 140 | 40 | 56 | 1838 | 37 | 25 | 1723 | 96 |
| Arrive On Green | 0.08 | 0.18 | 0.16 | 0.00 | 0.10 | 0.07 | 0.03 | 0.51 | 0.48 | 0.01 | 0.50 | 0.46 |
| Sat Flow, veh/h | 1810 | 51 | 1567 | 1810 | 1421 | 406 | 1767 | 3591 | 72 | 1810 | 3448 | 193 |
| Grp Volume(v), veh/h | 67 | 0 | 64 | 2 | 0 | 9 | 37 | 274 | 286 | 20 | 510 | 527 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 0 | 1618 | 1810 | 0 | 1827 | 1767 | 1791 | 1872 | 1810 | 1791 | 1850 |
| Q Serve(g_s), s | 1.9 | 0.0 | 1.9 | 0.1 | 0.0 | 0.2 | 1.1 | 4.8 | 4.8 | 0.6 | 10.9 | 11.0 |
| Cycle Q Clear(g_c), s | 1.9 | 0.0 | 1.9 | 0.1 | 0.0 | 0.2 | 1.1 | 4.8 | 4.8 | 0.6 | 10.9 | 11.0 |
| Prop In Lane | 1.00 | | 0.97 | 1.00 | | 0.22 | 1.00 | | 0.04 | 1.00 | | 0.10 |
| Lane Grp Cap(c), veh/h | 153 | 0 | 299 | 3 | 0 | 179 | 56 | 917 | 958 | 25 | 895 | 924 |
| V/C Ratio(X) | 0.44 | 0.00 | 0.21 | 0.61 | 0.00 | 0.05 | 0.67 | 0.30 | 0.30 | 0.81 | 0.57 | 0.57 |
| Avail Cap(c_a), veh/h | 1016 | 0 | 956 | 650 | 0 | 709 | 644 | 1698 | 1775 | 650 | 1698 | 1754 |
| 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 | 23.9 | 0.0 | 19.5 | 27.4 | 0.0 | 22.5 | 26.3 | 7.7 | 7.7 | 27.0 | 9.6 | 9.7 |
| Incr Delay (d2), s/veh | 0.7 | 0.0 | 0.1 | 52.0 | 0.0 | 0.0 | 5.0 | 0.3 | 0.2 | 19.8 | 0.8 | 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 | 0.8 | 0.0 | 0.7 | 0.1 | 0.0 | 0.1 | 0.5 | 1.5 | 1.6 | 0.4 | 3.6 | 3.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 24.6 | 0.0 | 19.7 | 79.4 | 0.0 | 22.6 | 31.3 | 8.0 | 8.0 | 46.8 | 10.4 | 10.5 |
| LnGrp LOS | C | A | B | E | A | C | C | A | A | D | B | B |
| Approach Vol, veh/h | | 131 | | | 11 | | | 597 | | | 1057 | |
| Approach Delay, s/veh | | 22.2 | | | 32.9 | | | 9.4 | | | 11.1 | |
| Approach LOS | | C | | | C | | | A | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 5.4 | 31.4 | 8.6 | 9.4 | 4.8 | 32.1 | 3.9 | 14.1 |
| Change Period (Y+Rc), s | 3.7 | 6.0 | 4.8 | 5.3 | 3.7 | 6.0 | 3.7 | 5.3 |
| Max Green Setting (Gmax), s | 20.0 | 50.0 | 30.0 | 20.0 | 20.0 | 50.0 | 20.0 | 31.1 |
| Max Q Clear Time (g_c+I1), s | 3.1 | 13.0 | 3.9 | 2.2 | 2.6 | 6.8 | 2.1 | 3.9 |
| Green Ext Time (p_c), s | 0.0 | 12.4 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 11.5 |
| HCM 6th LOS | B |

**Notes**

User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 158 | 185 | 126 | 337 | 691 | 254 |
| Future Volume (vph) | 158 | 185 | 126 | 337 | 691 | 254 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 0.98 | 1.00 | 1.00 | 1.00 | 1.00 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1787 | 1562 | 1805 | 1863 | 1881 | 1615 |
| Flt Permitted | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1787 | 1562 | 1805 | 1863 | 1881 | 1615 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 166 | 195 | 133 | 355 | 727 | 267 |
| RTOR Reduction (vph) | 0 | 164 | 0 | 0 | 0 | 53 |
| Lane Group Flow (vph) | 166 | 31 | 133 | 355 | 727 | 214 |
| Confl. Peds. (#/hr) | | 1 | | | | |
| Heavy Vehicles (%) | 1% | 1% | 0% | 2% | 1% | 0% |
| Turn Type | Prot | Perm | Prot | NA | NA | Perm |
| Protected Phases | 5 | | 3 | 8 | 4 | |
| Permitted Phases | | 5 | | | | 4 |
| Actuated Green, G (s) | 13.4 | 13.4 | 10.7 | 61.4 | 46.2 | 46.2 |
| Effective Green, g (s) | 14.4 | 14.4 | 11.2 | 63.9 | 48.7 | 48.7 |
| Actuated g/C Ratio | 0.16 | 0.16 | 0.12 | 0.70 | 0.54 | 0.54 |
| Clearance Time (s) | 5.0 | 5.0 | 4.5 | 6.5 | 6.5 | 6.5 |
| Vehicle Extension (s) | 2.5 | 2.5 | 1.5 | 4.0 | 4.0 | 4.0 |
| Lane Grp Cap (vph) | 283 | 247 | 222 | 1312 | 1009 | 867 |
| v/s Ratio Prot | c0.09 | | c0.07 | 0.19 | c0.39 | |
| v/s Ratio Perm | | 0.02 | | | | 0.13 |
| v/c Ratio | 0.59 | 0.13 | 0.60 | 0.27 | 0.72 | 0.25 |
| Uniform Delay, d1 | 35.4 | 32.7 | 37.6 | 4.9 | 15.9 | 11.2 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 2.6 | 0.2 | 2.9 | 0.2 | 2.7 | 0.2 |
| Delay (s) | 38.0 | 32.9 | 40.5 | 5.0 | 18.6 | 11.4 |
| Level of Service | D | C | D | A | B | B |
| Approach Delay (s) | 35.2 | | | 14.7 | 16.7 | |
| Approach LOS | D | | | B | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 19.8 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.65 | | |
| Actuated Cycle Length (s) | 90.7 | Sum of lost time (s) | 14.0 |
| Intersection Capacity Utilization | 62.1% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 102 | 0 | 70 | 0 | 1 | 0 | 102 | 31 | 1 | 0 | 15 | 254 |
| Future Volume (veh/h) | 102 | 0 | 70 | 0 | 1 | 0 | 102 | 31 | 1 | 0 | 15 | 254 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1885 | 1900 | 1900 | 1900 | 1885 | 1856 | 1856 | 1900 | 1707 | 1900 |
| Adj Flow Rate, veh/h | 112 | 0 | 77 | 0 | 1 | 0 | 112 | 34 | 1 | 0 | 16 | 279 |
| 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 |
| Percent Heavy Veh, % | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 13 | 0 |
| Cap, veh/h | 267 | 0 | 236 | 0 | 6 | 0 | 239 | 916 | 27 | 5 | 485 | 458 |
| Arrive On Green | 0.15 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | 0.13 | 0.51 | 0.47 | 0.00 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1810 | 0 | 1598 | 0 | 1900 | 0 | 1795 | 1793 | 53 | 1810 | 1707 | 1610 |
| Grp Volume(v), veh/h | 112 | 0 | 77 | 0 | 1 | 0 | 112 | 0 | 35 | 0 | 16 | 279 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 0 | 1598 | 0 | 1900 | 0 | 1795 | 0 | 1846 | 1810 | 1707 | 1610 |
| Q Serve(g_s), s | 1.9 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.3 | 0.0 | 0.2 | 5.2 |
| Cycle Q Clear(g_c), s | 1.9 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.3 | 0.0 | 0.2 | 5.2 |
| Prop In Lane | 1.00 | | 1.00 | 0.00 | | 0.00 | 1.00 | | 0.03 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 267 | 0 | 236 | 0 | 6 | 0 | 239 | 0 | 943 | 5 | 485 | 458 |
| V/C Ratio(X) | 0.42 | 0.00 | 0.33 | 0.00 | 0.18 | 0.00 | 0.47 | 0.00 | 0.04 | 0.00 | 0.03 | 0.61 |
| Avail Cap(c_a), veh/h | 842 | 0 | 744 | 0 | 332 | 0 | 825 | 0 | 2239 | 332 | 1599 | 1508 |
| 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 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 13.3 | 0.0 | 13.1 | 0.0 | 17.1 | 0.0 | 13.8 | 0.0 | 4.2 | 0.0 | 8.9 | 10.7 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 0.3 | 0.0 | 5.7 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 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 | 0.7 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.1 | 0.0 | 0.1 | 1.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 13.7 | 0.0 | 13.4 | 0.0 | 22.8 | 0.0 | 15.2 | 0.0 | 4.2 | 0.0 | 8.9 | 12.2 |
| LnGrp LOS | B | A | B | A | C | A | B | A | A | A | A | B |
| Approach Vol, veh/h | | 189 | | | 1 | | | 147 | | | 295 | |
| Approach Delay, s/veh | | 13.6 | | | 22.8 | | | 12.6 | | | 12.1 | |
| Approach LOS | | B | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.8 | 13.8 | | 3.7 | 0.0 | 21.6 | | 9.1 |
| Change Period (Y+Rc), s | 4.5 | 5.3 | | 3.7 | 4.5 | 5.3 | | 4.9 |
| Max Green Setting (Gmax), s | 4.5 | 30.9 | | 6.3 | 5.0 | 40.4 | | 15.1 |
| Max Q Clear Time (g_c+I1), s | 4.0 | 7.2 | | 2.0 | 0.0 | 2.3 | | 3.9 |
| Green Ext Time (p_c), s | 0.2 | 1.3 | | 0.0 | 0.0 | 0.2 | | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 12.7 |
| HCM 6th LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 243 | 43 | 57 | 173 | 15 | 53 |
| Future Vol, veh/h | 243 | 43 | 57 | 173 | 15 | 53 |
| Conflicting Peds, #/hr | 0 | 4 | 4 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 200 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 1 | 2 | 2 | 2 | 0 | 2 |
| Mvmt Flow | 264 | 47 | 62 | 188 | 16 | 58 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 315 | 0 | 604 | 160 |
| Stage 1 | - | - | - | - | 292 | - |
| Stage 2 | - | - | - | - | 312 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.6 | 6.93 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.219 | - | 3.5 | 3.319 |
| Pot Cap-1 Maneuver | - | - | 1244 | - | 449 | 857 |
| Stage 1 | - | - | - | - | 738 | - |
| Stage 2 | - | - | - | - | 747 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1239 | - | 425 | 854 |
| Mov Cap-2 Maneuver | - | - | - | - | 425 | - |
| Stage 1 | - | - | - | - | 698 | - |
| Stage 2 | - | - | - | - | 747 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2 | 10.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 425 | 854 | - | - | 1239 | - |
| HCM Lane V/C Ratio | 0.038 | 0.067 | - | - | 0.05 | - |
| HCM Control Delay (s) | 13.8 | 9.5 | - | - | 8.1 | - |
| HCM Lane LOS | B | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.1 | 0.2 | - | - | 0.2 | - |

| 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 | 37 | 176 | 56 | 99 | 129 | 36 | 51 | 95 | 56 | 13 | 128 | 39 |
| Future Vol, veh/h | 37 | 176 | 56 | 99 | 129 | 36 | 51 | 95 | 56 | 13 | 128 | 39 |
| 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 |
| Heavy Vehicles, % | 0 | 1 | 4 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 5 |
| Mvmt Flow | 43 | 202 | 64 | 114 | 148 | 41 | 59 | 109 | 64 | 15 | 147 | 45 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 3 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 3 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 3 | 1 | 1 | 1 |
| HCM Control Delay | 17.1 | 17.6 | 11.1 | 14.3 |
| HCM LOS | C | C | B | B |

| Lane | NBLn1 | NBLn2 | NBLn3 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|---|
| Vol Left, % | 100% | 0% | 0% | 14% | 38% | 7% |
| Vol Thru, % | 0% | 100% | 0% | 65% | 49% | 71% |
| Vol Right, % | 0% | 0% | 100% | 21% | 14% | 22% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 51 | 95 | 56 | 269 | 264 | 180 |
| LT Vol | 51 | 0 | 0 | 37 | 99 | 13 |
| Through Vol | 0 | 95 | 0 | 176 | 129 | 128 |
| RT Vol | 0 | 0 | 56 | 56 | 36 | 39 |
| Lane Flow Rate | 59 | 109 | 64 | 309 | 303 | 207 |
| Geometry Grp | 7 | 7 | 7 | 7 | 7 | 7 |
| Degree of Util (X) | 0.123 | 0.213 | 0.112 | 0.558 | 0.562 | 0.399 |
| Departure Headway (Hd) | 7.549 | 7.02 | 6.286 | 6.496 | 6.663 | 6.94 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 474 | 511 | 569 | 557 | 543 | 517 |
| Service Time | 5.301 | 4.772 | 4.037 | 4.209 | 4.376 | 4.69 |
| HCM Lane V/C Ratio | 0.124 | 0.213 | 0.112 | 0.555 | 0.558 | 0.4 |
| HCM Control Delay | 11.4 | 11.7 | 9.8 | 17.1 | 17.6 | 14.3 |
| HCM Lane LOS | B | B | A | C | C | B |
| HCM 95th-tile Q | 0.4 | 0.8 | 0.4 | 3.4 | 3.4 | 1.9 |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 26 | 123 | 620 | 44 | 212 | 1114 |
| Future Volume (veh/h) | 26 | 123 | 620 | 44 | 212 | 1114 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1900 | 1885 | 1870 | 1900 | 1856 | 1885 |
| Adj Flow Rate, veh/h | 27 | 126 | 633 | 45 | 216 | 1137 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 1 | 2 | 0 | 3 | 1 |
| Cap, veh/h | 181 | 159 | 2291 | 1038 | 260 | 2966 |
| Arrive On Green | 0.10 | 0.10 | 0.64 | 0.64 | 0.15 | 0.83 |
| Sat Flow, veh/h | 1810 | 1598 | 3647 | 1610 | 1767 | 3676 |
| Grp Volume(v), veh/h | 27 | 126 | 633 | 45 | 216 | 1137 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1598 | 1777 | 1610 | 1767 | 1791 |
| Q Serve(g_s), s | 1.5 | 8.5 | 8.5 | 1.1 | 13.2 | 8.9 |
| Cycle Q Clear(g_c), s | 1.5 | 8.5 | 8.5 | 1.1 | 13.2 | 8.9 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 181 | 159 | 2291 | 1038 | 260 | 2966 |
| V/C Ratio(X) | 0.15 | 0.79 | 0.28 | 0.04 | 0.83 | 0.38 |
| Avail Cap(c_a), veh/h | 229 | 202 | 2291 | 1038 | 894 | 4250 |
| 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 | 45.6 | 48.7 | 8.5 | 7.2 | 45.9 | 2.4 |
| Incr Delay (d2), s/veh | 0.4 | 15.1 | 0.3 | 0.1 | 6.7 | 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 | 0.7 | 4.1 | 3.2 | 0.4 | 6.2 | 2.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 45.9 | 63.8 | 8.8 | 7.3 | 52.6 | 2.5 |
| LnGrp LOS | D | E | A | A | D | A |
| Approach Vol, veh/h | 153 | | 678 | | | 1353 |
| Approach Delay, s/veh | 60.6 | | 8.7 | | | 10.5 |
| Approach LOS | E | | A | | | B |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 20.3 | 75.4 | | | | 95.7 | 15.1 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | | | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 15.5 | 70.9 | | | | 130.9 | 13.5 |
| Max Q Clear Time (g_c+I1), s | 15.2 | 10.5 | | | | 10.9 | 10.5 |
| Green Ext Time (p_c), s | 0.6 | 5.3 | | | | 11.9 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 13.4 |
| HCM 6th LOS | B |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 11.1 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 41 | 145 | 11 | 31 | 175 | 20 | 16 | 107 | 20 | 13 | 140 | 92 |
| Future Vol, veh/h | 41 | 145 | 11 | 31 | 175 | 20 | 16 | 107 | 20 | 13 | 140 | 92 |
| 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, % | 0 | 1 | 9 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 2 |
| Mvmt Flow | 44 | 154 | 12 | 33 | 186 | 21 | 17 | 114 | 21 | 14 | 149 | 98 |
| 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 | 11.4 | 10.2 | 11.3 |
| HCM LOS | B | B | B | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 11% | 21% | 14% | 5% |
| Vol Thru, % | 75% | 74% | 77% | 57% |
| Vol Right, % | 14% | 6% | 9% | 38% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 143 | 197 | 226 | 245 |
| LT Vol | 16 | 41 | 31 | 13 |
| Through Vol | 107 | 145 | 175 | 140 |
| RT Vol | 20 | 11 | 20 | 92 |
| Lane Flow Rate | 152 | 210 | 240 | 261 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.232 | 0.315 | 0.36 | 0.374 |
| Departure Headway (Hd) | 5.497 | 5.419 | 5.386 | 5.172 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 651 | 662 | 668 | 693 |
| Service Time | 3.544 | 3.461 | 3.425 | 3.214 |
| HCM Lane V/C Ratio | 0.233 | 0.317 | 0.359 | 0.377 |
| HCM Control Delay | 10.2 | 11 | 11.4 | 11.3 |
| HCM Lane LOS | B | B | B | B |
| HCM 95th-tile Q | 0.9 | 1.3 | 1.6 | 1.7 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 103 | 11 | 24 | 9 | 7 | 11 | 31 | 406 | 4 | 12 | 642 | 195 |
| Future Volume (veh/h) | 103 | 11 | 24 | 9 | 7 | 11 | 31 | 406 | 4 | 12 | 642 | 195 |
| 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 | | 0.99 | 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 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1870 | 1900 | 1900 | 1885 | 1900 |
| Adj Flow Rate, veh/h | 106 | 11 | 25 | 9 | 7 | 11 | 32 | 419 | 4 | 12 | 662 | 201 |
| 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, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 |
| Cap, veh/h | 164 | 80 | 183 | 49 | 61 | 97 | 89 | 1010 | 869 | 55 | 983 | 839 |
| Arrive On Green | 0.09 | 0.16 | 0.14 | 0.03 | 0.09 | 0.07 | 0.05 | 0.54 | 0.54 | 0.03 | 0.52 | 0.52 |
| Sat Flow, veh/h | 1810 | 513 | 1167 | 1810 | 663 | 1042 | 1810 | 1870 | 1610 | 1810 | 1885 | 1610 |
| Grp Volume(v), veh/h | 106 | 0 | 36 | 9 | 0 | 18 | 32 | 419 | 4 | 12 | 662 | 201 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 0 | 1680 | 1810 | 0 | 1704 | 1810 | 1870 | 1610 | 1810 | 1885 | 1610 |
| Q Serve(g_s), s | 3.7 | 0.0 | 1.2 | 0.3 | 0.0 | 0.6 | 1.1 | 8.6 | 0.1 | 0.4 | 16.8 | 4.4 |
| Cycle Q Clear(g_c), s | 3.7 | 0.0 | 1.2 | 0.3 | 0.0 | 0.6 | 1.1 | 8.6 | 0.1 | 0.4 | 16.8 | 4.4 |
| Prop In Lane | 1.00 | | 0.69 | 1.00 | | 0.61 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 164 | 0 | 263 | 49 | 0 | 158 | 89 | 1010 | 869 | 55 | 983 | 839 |
| V/C Ratio(X) | 0.65 | 0.00 | 0.14 | 0.18 | 0.00 | 0.11 | 0.36 | 0.41 | 0.00 | 0.22 | 0.67 | 0.24 |
| Avail Cap(c_a), veh/h | 724 | 0 | 1068 | 863 | 0 | 1214 | 724 | 1381 | 1189 | 863 | 1537 | 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 | 28.5 | 0.0 | 24.0 | 30.9 | 0.0 | 27.4 | 29.9 | 8.9 | 6.9 | 30.8 | 11.5 | 8.5 |
| Incr Delay (d2), s/veh | 1.6 | 0.0 | 0.3 | 0.7 | 0.0 | 0.5 | 0.9 | 0.6 | 0.0 | 0.7 | 1.7 | 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 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.6 | 0.0 | 0.5 | 0.1 | 0.0 | 0.3 | 0.5 | 3.1 | 0.0 | 0.2 | 6.4 | 1.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 30.1 | 0.0 | 24.4 | 31.6 | 0.0 | 27.9 | 30.8 | 9.4 | 6.9 | 31.5 | 13.2 | 8.8 |
| LnGrp LOS | C | A | C | C | A | C | C | A | A | C | B | A |
| Approach Vol, veh/h | | 142 | | | 27 | | | 455 | | | 875 | |
| Approach Delay, s/veh | | 28.7 | | | 29.1 | | | 10.9 | | | 12.5 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.0 | 39.1 | 5.7 | 14.2 | 7.2 | 37.9 | 9.9 | 10.0 |
| Change Period (Y+Rc), s | 5.0 | 7.0 | 5.0 | 5.3 | 5.0 | 7.0 | 5.0 | 5.3 |
| Max Green Setting (Gmax), s | 30.0 | 45.0 | 30.0 | 40.0 | 25.0 | 50.0 | 25.0 | 45.0 |
| Max Q Clear Time (g_c+I1), s | 2.6 | 10.6 | 2.3 | 3.2 | 3.1 | 18.8 | 5.7 | 2.6 |
| Green Ext Time (p_c), s | 0.0 | 5.7 | 0.0 | 0.2 | 0.0 | 12.0 | 0.1 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 13.8 |
| HCM 6th LOS | B |



# Appendix C
# Assumed Future Roadway Improvements

San Jacinto General Plan Update
Appendix 3: Assumed Future Roadway Improvements

Comparison of 2016 and future baseline 2040 roadway modeled networks

| Source / Project | Capacity Increase reflected in future year model? |
|---|---|
| San Jacinto 2019-2024 Capital Improvement Program | |
| 06-145: Esplanade Avenue widening, 2 to 4 lanes between Warren and Sanderson. Install traffic signal at Esplanade/Cawston | Yes |
| 07-011: Hewitt Street Rehab – minor widening to accommodate turn lanes where feasible | No |
| 17-002: Cottonwood widening and sidewalk – install of sidewalk and widening on Cottonwood Avenue | No |
| 20-006: Lyon Avenue improvements | No |
| WRCOG TUMF Map (Interactive map at this link) | |
| Ramona Expressway:<br>2 to 4 lanes east of San Jacinto Avenue to City Limits | Yes (See Exhibit A3-2) |
| Ramona Expressway, Warren to Sanderson, 4 to 6 lanes | No |
| Warren from Ramona to Esplanade, 2 to 4 lanes | Yes |
| Hwy 79, from Ramona through city, 0 to 4 lanes (freeway extension) | Yes |
| Hwy 79, north of city, 4 to 6 lanes | Yes |
| Esplanade from Ramona to Mountain, 0 to 4 lanes | No (See Exhibit A3-1) |

Exhibit A3-1: Esplanade from Ramona to Mountain, Excerpt from TUMF interactive map

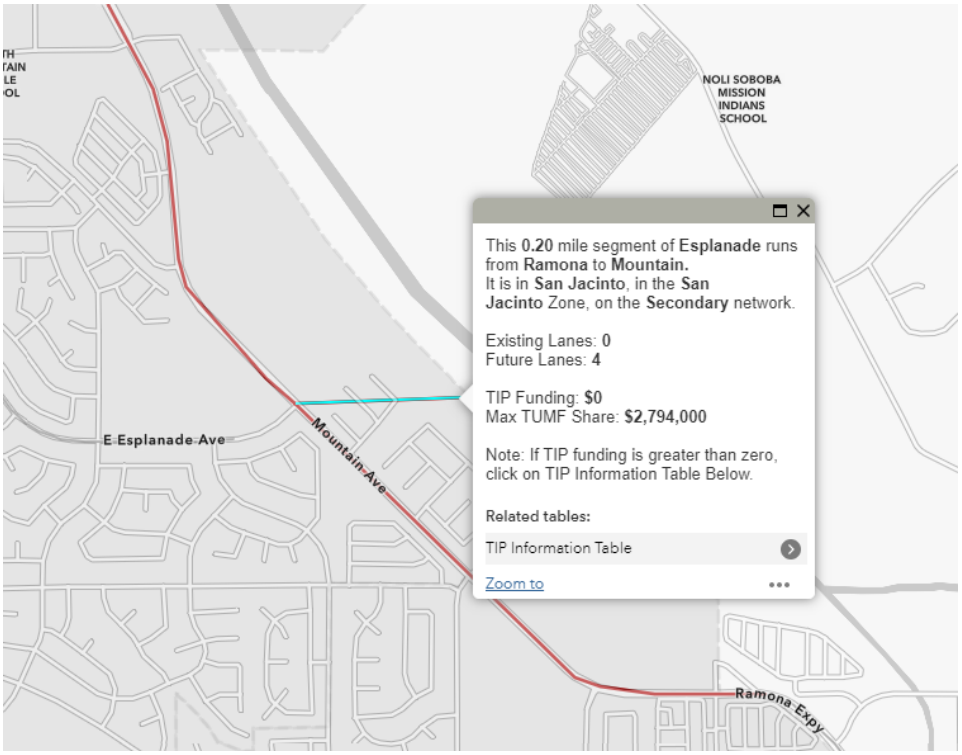
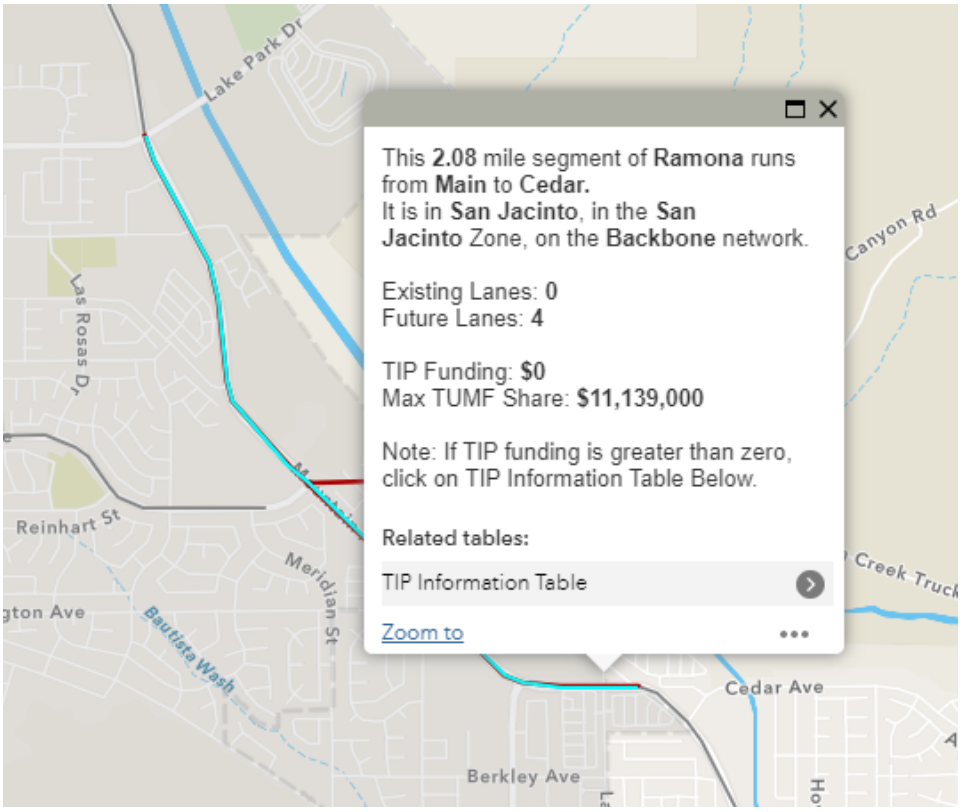



Exhibit A3-2: Ramona from Main to Cedar, Excerpt from TUMF Interactive Map



NOTE:

1. FOR THE SLOPE STEEPER THAN 4:1 BEYOND THE STANDARD CLEAR RECOVERY ZONE, A FACT SHEET FOR THE EXCEPTION TO THE ADVISORY STANDARD HAS BEEN PREPARED AND APPROVED ON March 2015.

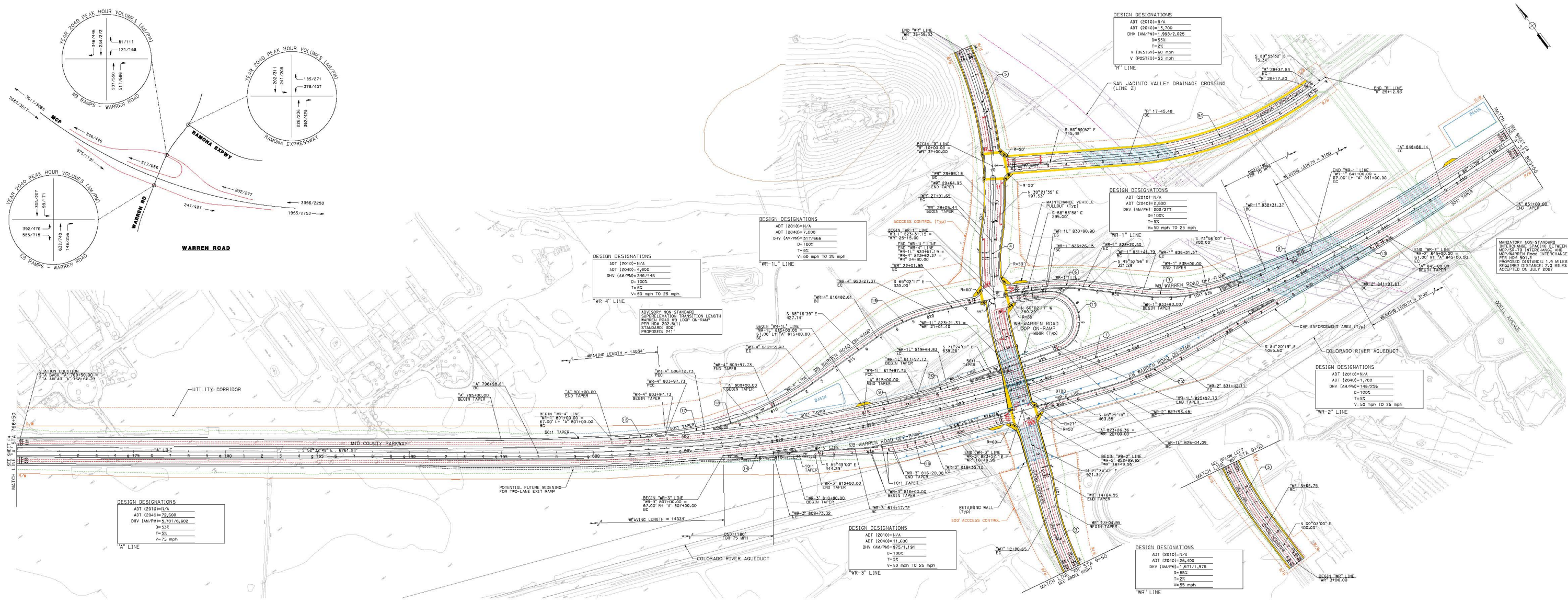
**GEOMETRIC APPROVAL DRAWING**

RECOMMENDED: CHAO CHEN, PROJECT ENGINEER, JACOBS — DATE: 2-17-15

CONCURRED: MANUEL JANSON, III, DISTRICT 8 TRAFFIC OPERATIONS SENIOR, CALTRANS — DATE: 2-26-15

APPROVED: JON BUMPUS, DISTRICT 8 DESIGN OVERSIGHT SENIOR, CALTRANS — DATE: 2/26/15

THESE PLANS HAVE BEEN REVIEWED BY HQ DESIGN REVIEWER & FHWA LIAISON ENGINEER




| NO. | R | Δ | T | L |
|---|---|---|---|---|
| 1 | 9000.00 | 33°01'25" | 2667.93 | 5187.32 |
| 3 | 1900.00 | 21°31'42" | 361.21 | 713.90 |
| 4 | 1900.00 | 17°46'53" | 297.22 | 589.66 |
| 5 | 1900.00 | 26°12'36" | 442.32 | 869.16 |
| 6 | 850.00 | 12°32'09" | 93.36 | 185.97 |
| 7 | 1000.00 | 27°29'11" | 244.57 | 479.73 |
| 8 | 8933.00 | 01°43'23" | 134.33 | 268.63 |
| 9 | 8930.00 | 01°54'37" | 148.88 | 297.73 |
| 10 | 2215.00 | 04°19'21" | 83.59 | 167.10 |
| 11 | 162.00 | 168°38'16" | 1628.45 | 476.81 |
| 12 | 1600.00 | 13°55'01" | 195.28 | 388.64 |
| 13 | 9070.00 | 01°54'37" | 151.21 | 302.38 |
| 14 | 9067.00 | 01°43'38" | 136.74 | 273.46 |
| 15 | 1900.00 | 12°36'18" | 209.85 | 418.00 |
| 16 | 8930.00 | 01°54'37" | 148.88 | 297.73 |
| 17 | 2215.00 | 05°33'41" | 107.58 | 215.00 |
| 18 | 1500.00 | 24°33'03" | 326.38 | 642.74 |
| 19 | 850.00 | 23°14'22" | 174.79 | 344.77 |
| 51 | 1900.00 | 32°56'00" | 561.60 | 1092.11 |

CURVE DATA

**LEGEND**

- ADDITIONAL AREA OF IMPACT OUTSIDE STATE R/W
- PROPOSED STATE RIGHT OF WAY
- ACCESS CONTROL
- MBGR
- CUT SLOPE
- FILL SLOPE
- 1:6 UNIFORM SLOPE LINE
- CONC BARRIER
- ANGLE POINT
- RETAINING WALL
- FEDERAL AND STATE WATER
- PROPOSED BRIDGE
- DRAINAGE
- 12' BENCH IN HIGH CUT AREAS
- TO BE CONSTRUCTED BY OTHERS
- MAINTENANCE VEHICLE PULLOUT
- PEDESTRIAN PATHWAY
- RESERVE AREA-OTHER
- CRITERIA AREA
- MWD RESERVE AREA
- CULTURAL SITES
- DEVELOPMENTS

**LAYOUT**
**MID COUNTY PARKWAY**

FEBRUARY 2015

**GAD-G1**

NOTE:

1. FOR THE SLOPE STEEPER THAN 4:1 BEYOND THE STANDARD CLEAR RECOVERY ZONE, A FHWA SHEET FOR THE EXCEPTION TO THE ADVISORY STANDARD HAS BEEN PREPARED AND APPROVED ON ___Dec. 2014_____.

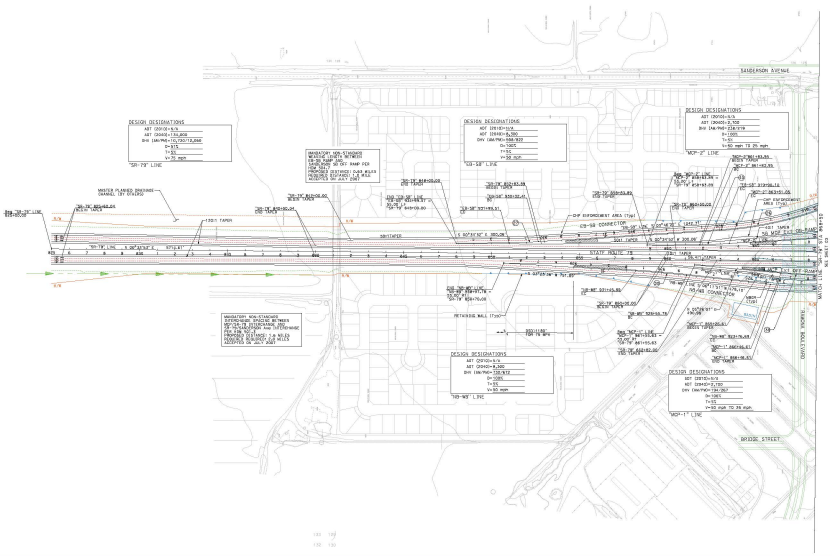
**GEOMETRIC APPROVAL DRAWING**

RECOMMENDED: _____ DATE: 2-17-15
TIMM ENGH, PROJECT ENGINEER
AECOM

CONCURRED: _____ DATE: 2-24-15
ROBERT JORDAN, P.E.
DISTRICT 8 TRAFFIC OPERATIONS SENIOR, CALTRANS

APPROVED: _____ DATE: 2/26/15
JON NUSSER, P.E.
DISTRICT 8 DESIGN OVERSIGHT SENIOR, CALTRANS

THESE PLANS HAVE BEEN REVIEWED BY HQ DESIGN REVIEWER & FHWA LIAISON ENGINEER




| CURVE DATA | | | | |
|---|---|---|---|---|
| NO. | R | Δ | T | L |
| C6 | 3605.80 | 8°34'39" | 170.61 | 2816.33 |
| C7 | 5605.80 | 2°11'19" | 85.61 | 167.19 |
| C8 | 6805.80 | 3°46'13" | 145.98 | 286.11 |
| C9 | 5805.80 | 3°52'59" | 157.80 | 315.89 |
| C10 | 5805.80 | 2°11'19" | 85.61 | 167.19 |

**LEGEND**

- CONDITIONAL AREA OF IMPACT
- PROPOSED STATE HIGHWAY RIGHT-OF-WAY
- ABOVE CENTER
- ABUTMENT
- BOT SLOPE
- C.I.P. CONCRETE
- C.L. INCOME SLOPE LINE
- EXIST. BRIDGE
- EXIST. FENCE
- RETAINING WALL
- FEDERAL AND STATE WATER
- MANAGED WATER
- ENCROACHMENT
- 10' BENCH TO HIDE CUT AREAS
- 10' BENCH TO HIDE FILL AREAS
- MAINTENANCE VEHICLE PULLOUT
- POLICY/RISK PATHWAY
- PROPOSED RETAINING WALL
- SECTION AREA
- TMP WORKING AREA
- TEMPORARY CONSTRUCTION EASEMENT

**LAYOUT**
**MID COUNTY PARKWAY**

0 100 200 300

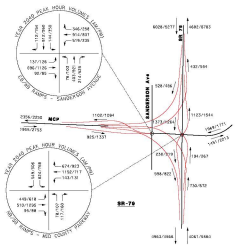
FEBRUARY 2015

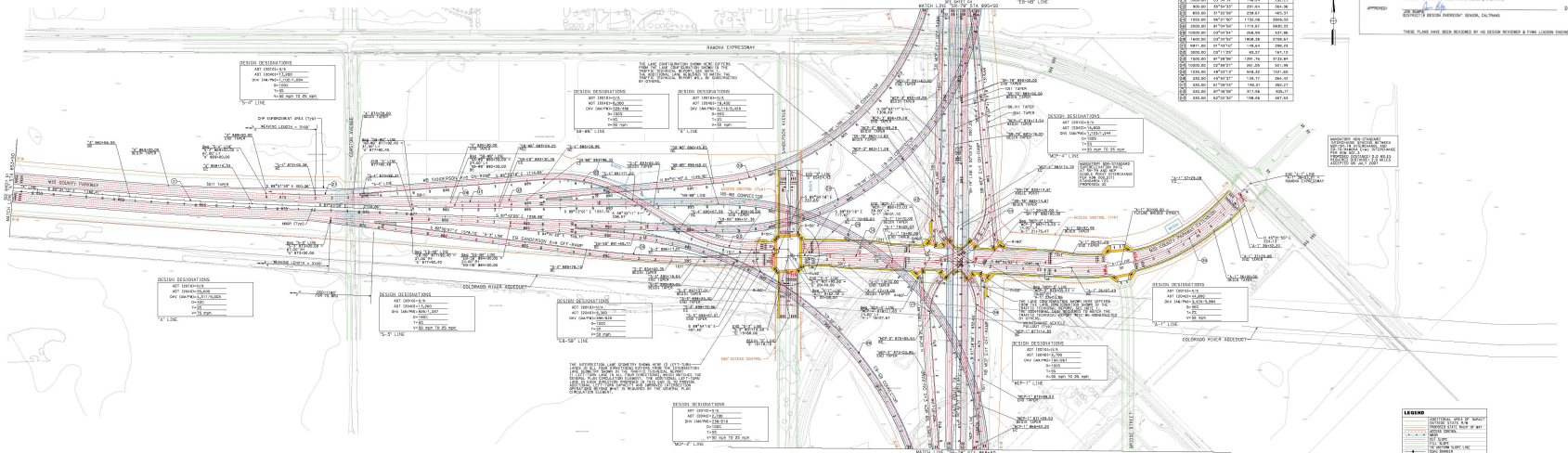
**GAD-G2**

NOTES:

1. THE LANE CONFIGURATIONS ILLUSTRATED IN THIS GAD ARE GENERALLY CONSISTENT WITH THE LANE CONFIGURATIONS PRESENTED IN THE TRAFFIC REPORT FOR MID COUNTY PARKWAY DATED FEBRUARY 2015. THE LANE CONFIGURATIONS PRESENTED IN THIS GAD AND THE TRAFFIC REPORT MEET THE 2040 HORIZON YEAR TRAFFIC CONDITIONS HOWEVER, BECAUSE THE LANE CONFIGURATIONS IN THE TRAFFIC REPORT ARE ALSO INTENDED TO MATCH THOSE IN THE COUNTY GENERAL PLAN CIRCULATION ELEMENT, THERE MAY BE A FEW LOCATIONS WHERE THE TRAFFIC VOLUMES WILL WARRANT ONE MORE LANES THAN WHAT IS SHOWN IN THIS GAD. ADDITIONAL LANES WILL BE ADDED BY THE COUNTY GENERAL PLAN CIRCULATION ELEMENT AND THE TRAFFIC REPORT WILL BE CONSTRUCTED BY OTHERS.

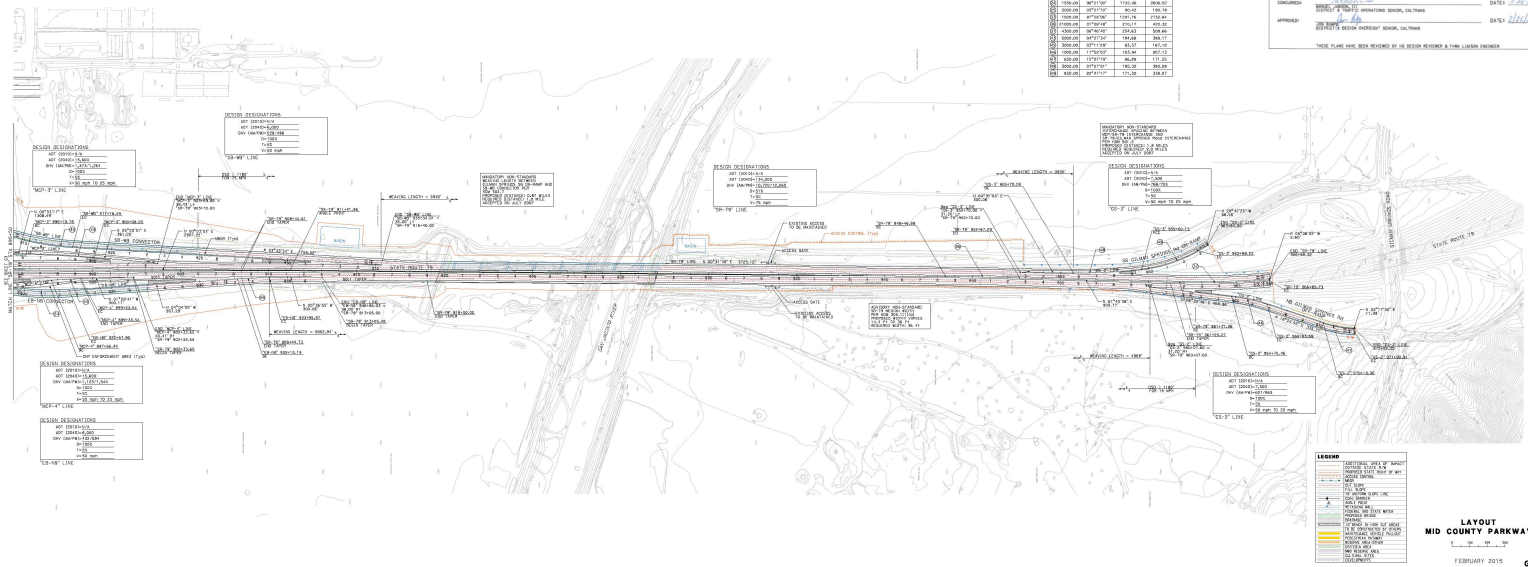
2. FOR THE SLOPE STEEPER THAN 4:1 BEYOND THE STANDARD CLEAR RECOVERY ZONE, A FACT SHEET FOR THE EXCEPTION TO THE ADVISORY STANDARD HAS BEEN PREPARED AND APPROVED ON _____.



NOTE!

1. FOR THE SLOPES STEEPER THAN 4:1 BEYOND THE STANDARD CLEAR RECOVERY ZONE, A FHWA SHEET FOR THE EXCEPTION TO THE ADVISORY STANDARD HAS BEEN PREPARED AND APPROVED ON ___Month, 200___.


CURVE DATA
NO. R Δ T L
(1) 1500.00 90°11'00" 1730.46 2826.92'
(2) 3000.00 03°07'19" 80.40 160.58
(3) 1500.00 67°30'36" 1091.76 1732.84
(4) 21000.00 01°06'48" 203.71 409.30
(5) 4500.00 06°40'45" 259.63 509.86
(6) 5000.00 04°27'34" 194.68 389.17
(7) 3000.00 02°11'58" 83.57 167.10
(8a) 1000.00 11°59'02" 163.94 857.13
(9) 630.00 13°31'19" 86.28 111.30
(10) 3000.00 03°07'01" 190.32 366.89
(12) 850.00 26°47'17" 171.28 338.61
GEOMETRIC APPROVAL DRAWING
RECOMMENDED: CRAIG DEAN, PROJECT ENGINEER — DATE: 2-17-15
CONCURRED: DISTRICT 6 TRAFFIC OPERATIONS SENIOR, CALTRANS — DATE:
APPROVED: DISTRICT 6 DESIGN INVERSION SENIOR, CALTRANS — DATE: 2/20/15
THESE PLANS HAVE BEEN REVIEWED BY HQ DESIGN REVIEWER & FHWA LIAISON ENGINEER
DESIGN DESIGNATIONS
DESIGN DESIGNATIONS
DESIGN DESIGNATIONS
DESIGN DESIGNATIONS
DESIGN DESIGNATIONS
DESIGN DESIGNATIONS
DESIGN DESIGNATIONS
MANDATORY NON-STANDARD
"MCH-3" LINE
"MCH-4" LINE
"CR-1B" LINE
"CR-4B" LINE
"CR-7B" LINE
"CR-2" LINE
"CS-2" LINE
"CS-1" LINE
"CS-1B" LINE
"CS-2" LINE
CR-4B CONNECTOR
CS-1B CONNECTOR
CS-1B CONNECTOR
CR-4B CONNECTOR
CR-7B CONNECTOR
CS-2 CONNECTOR
CS-2 CONNECTOR
CS-2 

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 08 | Riv | 79 | | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CH2M HILL
1770 IOWA AVENUE
SUITE 200
RIVERSIDE, CA 92506

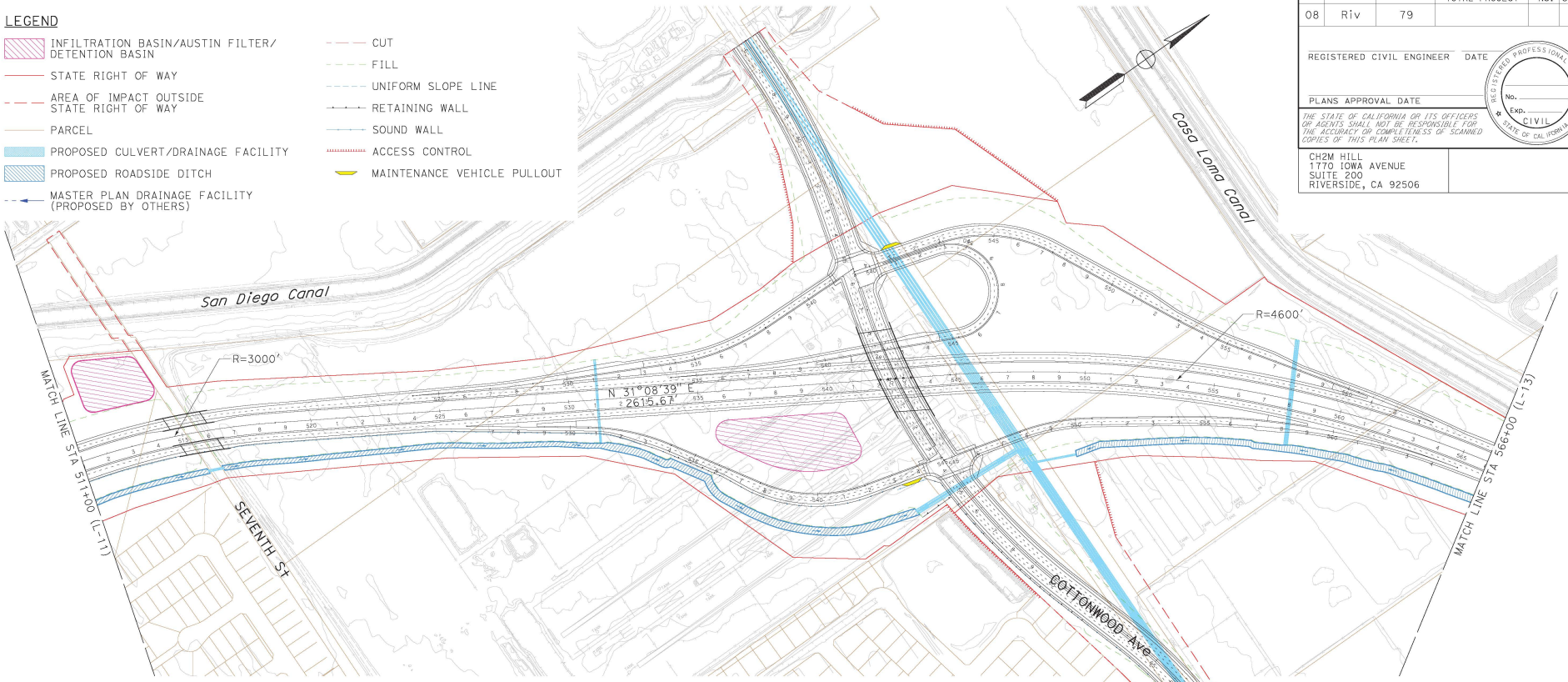
REVISED BY | DATE REVISED | CALCULATED-DESIGNED BY | CHECKED BY | CONSULTANT FUNCTIONAL SUPERVISOR

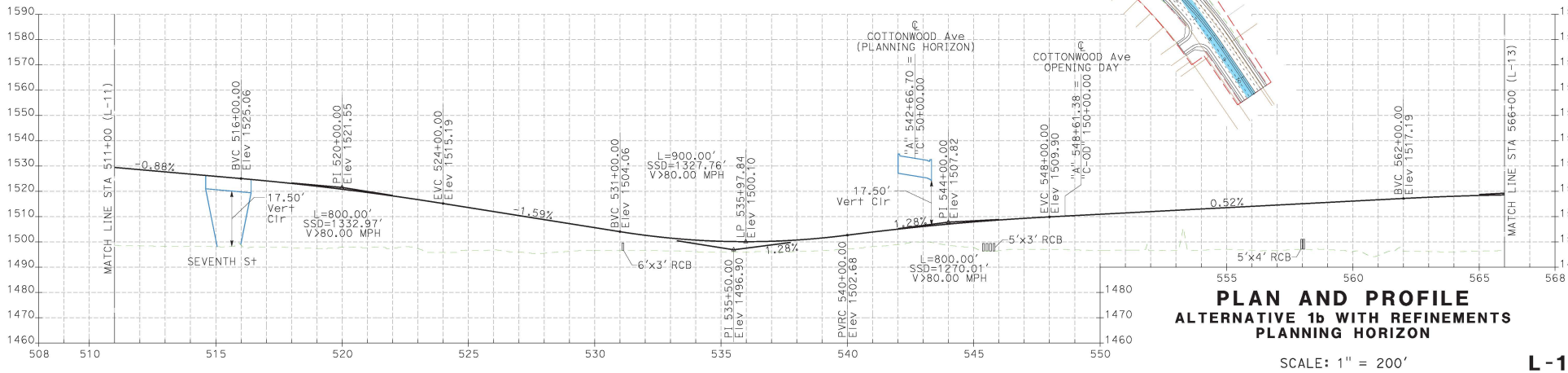
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

## LEGEND

- INFILTRATION BASIN/AUSTIN FILTER/ DETENTION BASIN
- STATE RIGHT OF WAY
- AREA OF IMPACT OUTSIDE STATE RIGHT OF WAY
- PARCEL
- PROPOSED CULVERT/DRAINAGE FACILITY
- PROPOSED ROADSIDE DITCH
- MASTER PLAN DRAINAGE FACILITY (PROPOSED BY OTHERS)
- CUT
- FILL
- UNIFORM SLOPE LINE
- RETAINING WALL
- SOUND WALL
- ACCESS CONTROL
- MAINTENANCE VEHICLE PULLOUT




# PLAN AND PROFILE

## ALTERNATIVE 1b WITH REFINEMENTS PLANNING HORIZON

SCALE: 1" = 200'

**L-12**

LAST REVISION | PLOT SCALE

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 08 | Riv | 79 | | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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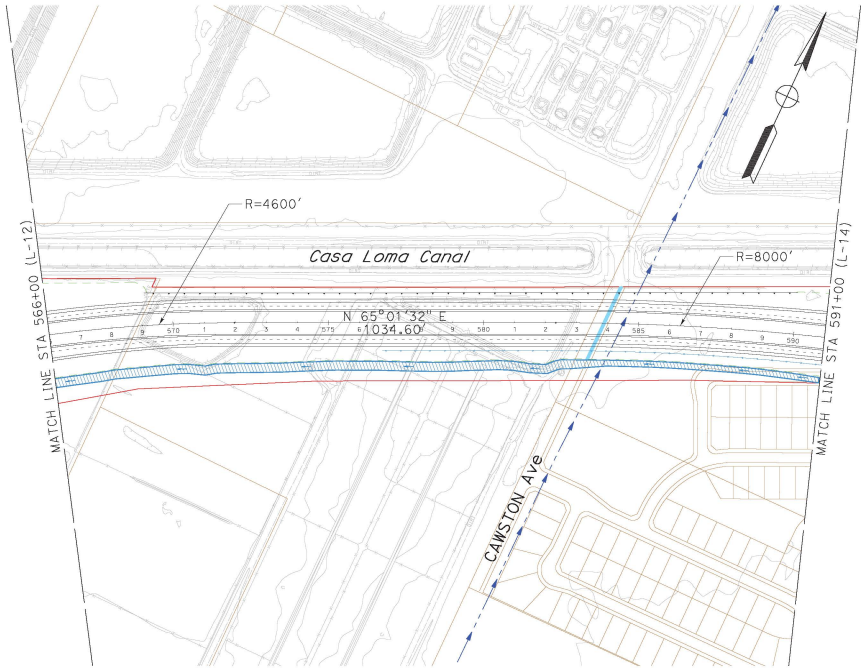
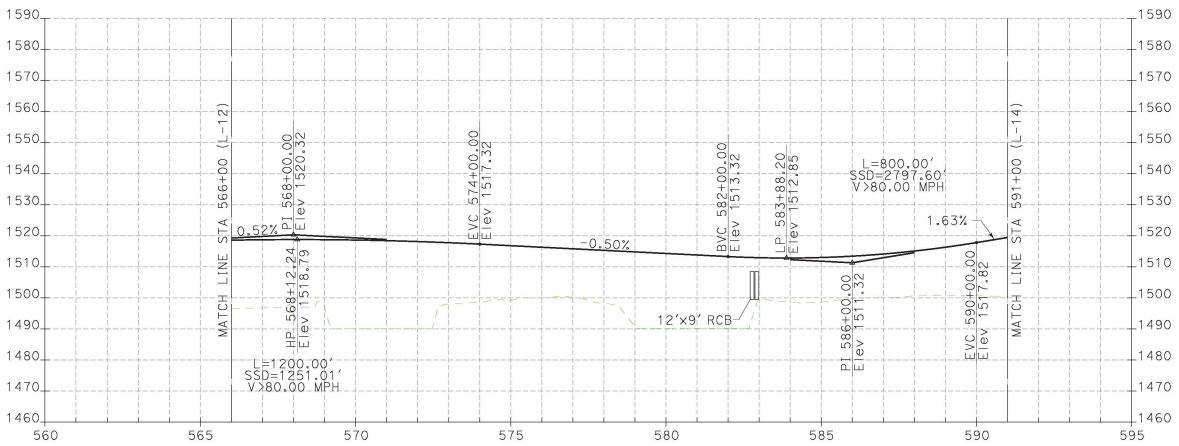



LEGEND

- INFILTRATION BASIN/AUSTIN FILTER/ DETENTION BASIN
- STATE RIGHT OF WAY
- AREA OF IMPACT OUTSIDE STATE RIGHT OF WAY
- PARCEL
- PROPOSED CULVERT/DRAINAGE FACILITY
- PROPOSED ROADSIDE DITCH
- MASTER PLAN DRAINAGE FACILITY (PROPOSED BY OTHERS)
- CUT
- FILL
- UNIFORM SLOPE LINE
- RETAINING WALL
- SOUND WALL
- ACCESS CONTROL
- MAINTENANCE VEHICLE PULLOUT




# PLAN AND PROFILE

## ALTERNATIVE 1b WITH REFINEMENTS
## PLANNING HORIZON

SCALE: 1" = 200'

L-13

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

USERNAME => $USER

RELATIVE PLOTTER SCALE 0 1 2 3

LAST REVISION | PLOT PLOTTER SCALE

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 08 | Riv | 79 | | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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CH2M HILL
1770 IOWA AVENUE
SUITE 200
RIVERSIDE, CA 92506

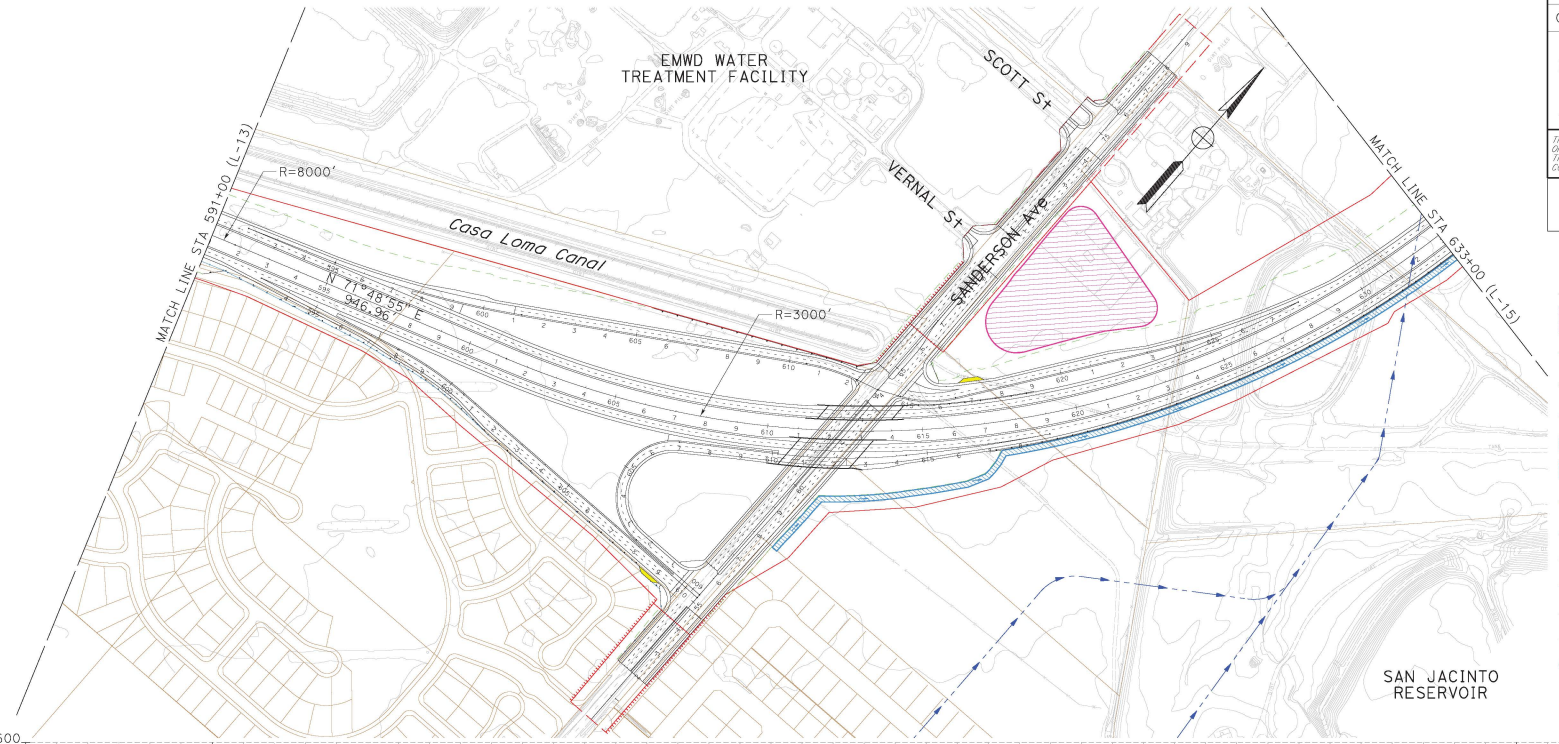
REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR

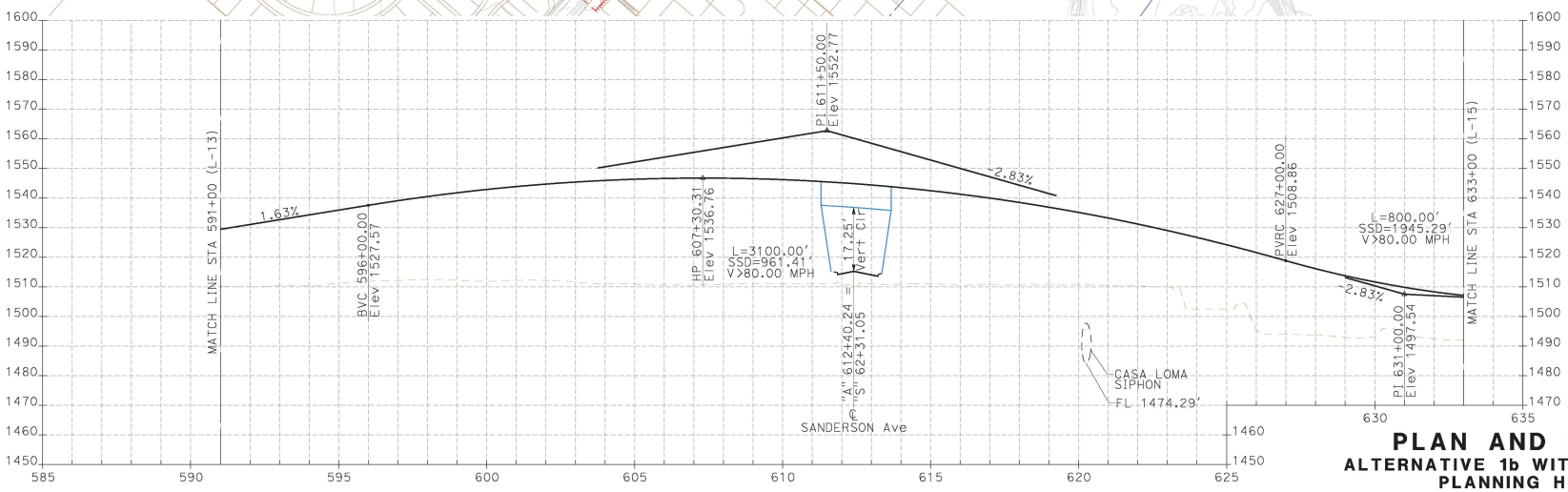
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans




## LEGEND

- INFILTRATION BASIN/AUSTIN FILTER/ DETENTION BASIN
- STATE RIGHT OF WAY
- AREA OF IMPACT OUTSIDE STATE RIGHT OF WAY
- PARCEL
- PROPOSED CULVERT/DRAINAGE FACILITY
- PROPOSED ROADSIDE DITCH
- MASTER PLAN DRAINAGE FACILITY (PROPOSED BY OTHERS)
- CUT
- FILL
- UNIFORM SLOPE LINE
- RETAINING WALL
- SOUND WALL
- ACCESS CONTROL
- MAINTENANCE VEHICLE PULLOUT




# PLAN AND PROFILE

## ALTERNATIVE 1b WITH REFINEMENTS PLANNING HORIZON

SCALE: 1" = 200'

**L-14**

LAST REVISION | PLOT PLOTTED | USERNAME => USER | RELATIVE BORDER SCALE 0 1 2 3

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 08 | Riv | 79 | | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CH2M HILL
1770 IOWA AVENUE
SUITE 200
RIVERSIDE, CA 92506

REVISED BY | DATE REVISED | CALCULATED-DESIGNED BY | CHECKED BY | CONSULTANT FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

## LEGEND

- INFILTRATION BASIN/AUSTIN FILTER/ DETENTION BASIN
- STATE RIGHT OF WAY
- AREA OF IMPACT OUTSIDE STATE RIGHT OF WAY
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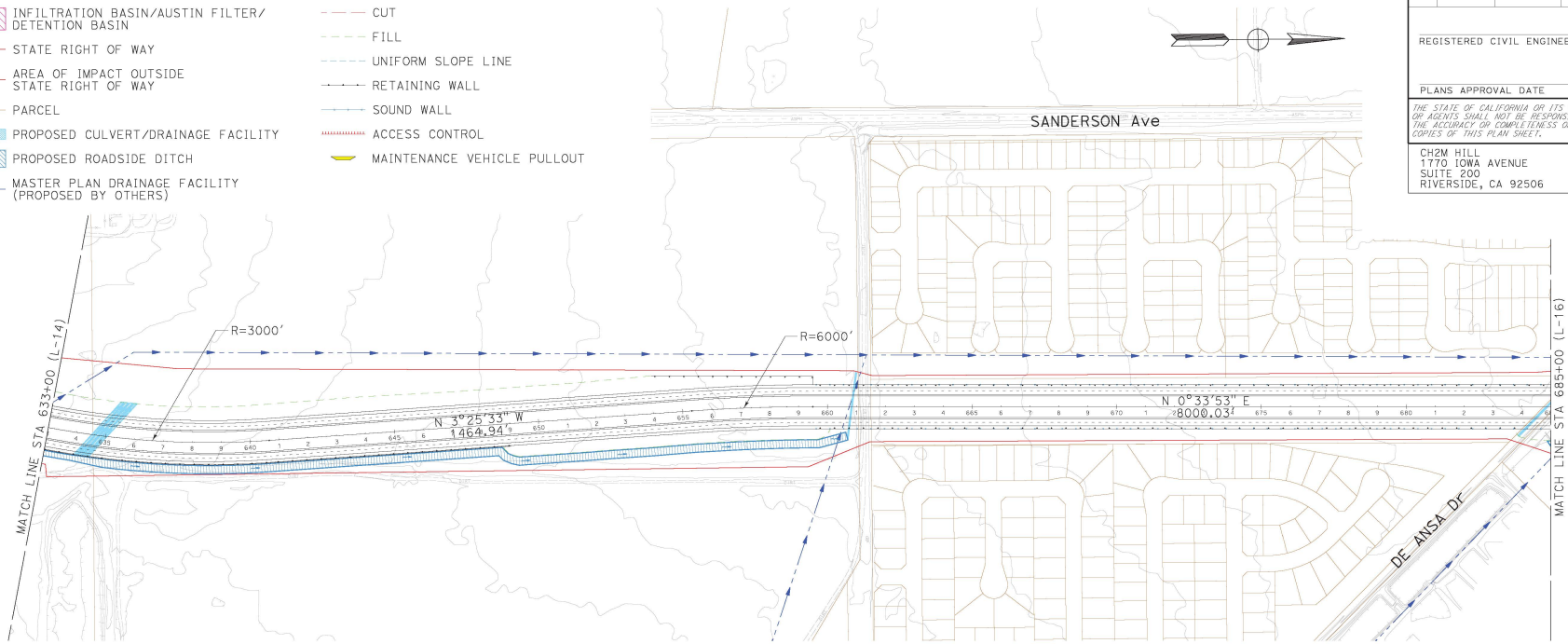


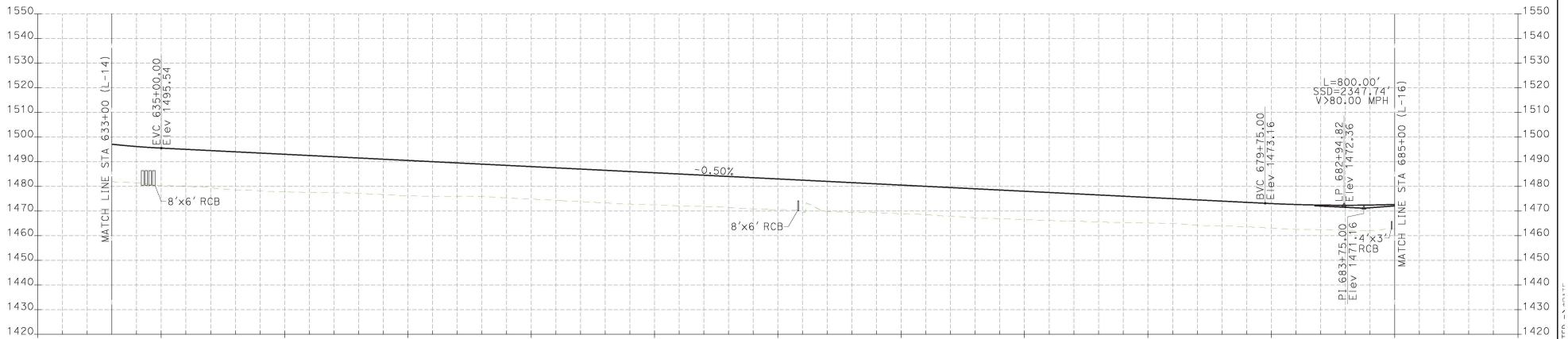


# PLAN AND PROFILE

## ALTERNATIVE 1b WITH REFINEMENTS PLANNING HORIZON

SCALE: 1" = 200'

**L-15**

USERNAME => $USER

LAST REVISION | PLOT PLOTTED

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 08 | Riv | 79 | | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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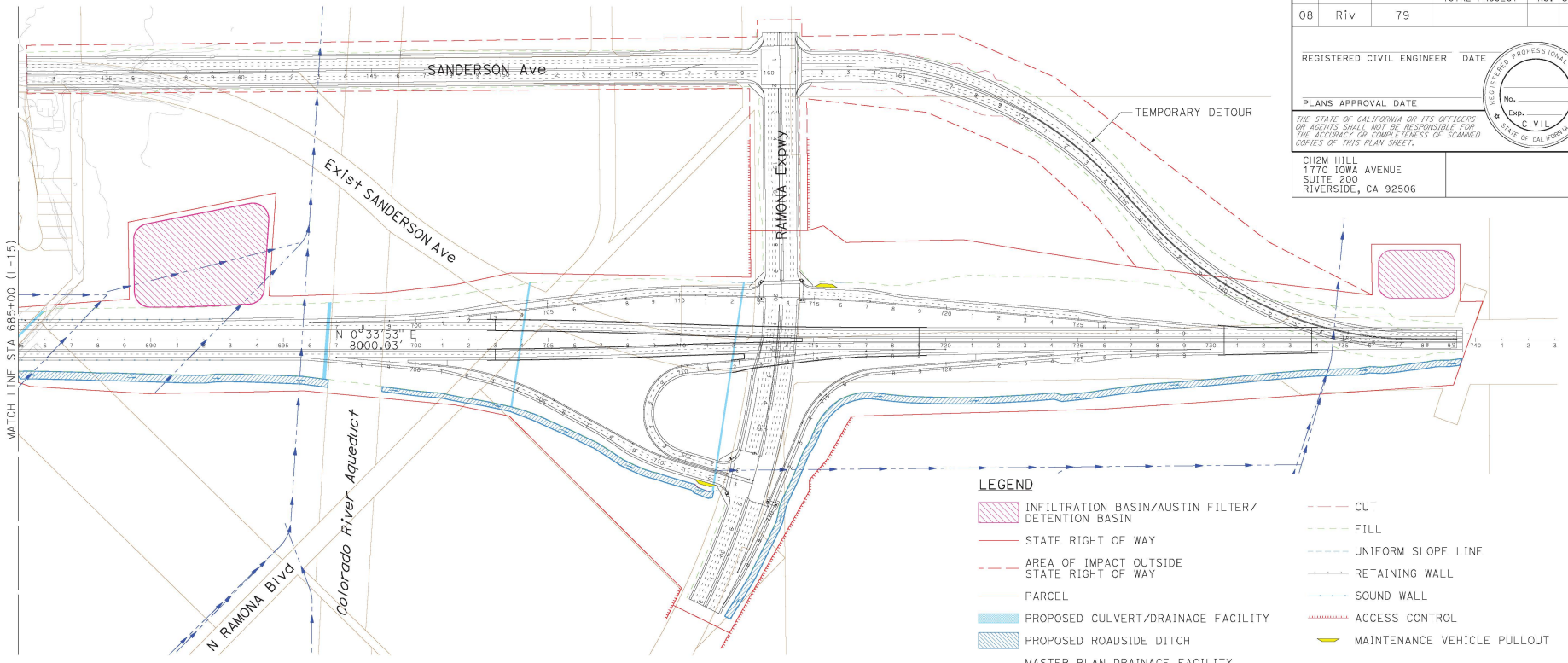
REVISED BY | DATE REVISED

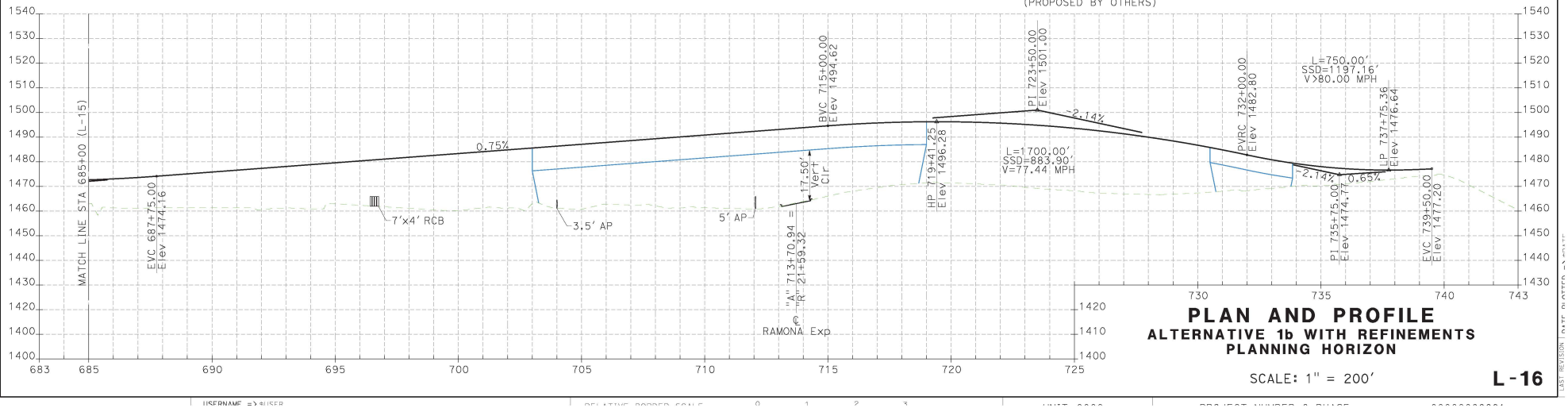
CALCULATED-DESIGNED BY | CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans




# PLAN AND PROFILE

## ALTERNATIVE 1b WITH REFINEMENTS PLANNING HORIZON

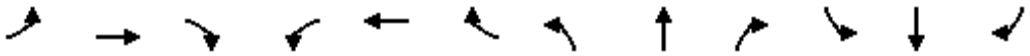
SCALE: 1" = 200'

**L-16**

LAST REVISION | PLOT PLOTTED BY



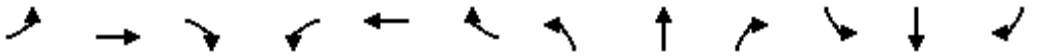
# Appendix D
# Cumulative Plus Plan Intersection Level of Service Worksheets



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 131 | 0 | 2 | 0 | 2 | 362 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 131 | 0 | 2 | 0 | 2 | 362 | 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 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1826 | 1826 | 1811 | 1826 | 1826 | 1841 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 0 | 0 | 0 | 138 | 0 | 2 | 0 | 2 | 381 | 0 | 0 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 6 | 5 | 5 | 4 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 6 | 391 | 174 | 221 | 633 | 564 | 223 | 700 | 625 | 0 | 1400 | 0 |
| Arrive On Green | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.25 | 0.00 | 0.39 | 0.33 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1810 | 3469 | 1547 | 1725 | 1735 | 1547 | 1753 | 1805 | 1610 | 0 | 3800 | 0 |
| Grp Volume(v), veh/h | 0 | 0 | 0 | 138 | 0 | 2 | 0 | 2 | 381 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1735 | 1547 | 1725 | 1735 | 1547 | 1753 | 1805 | 1610 | 0 | 1805 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 6.4 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 6.4 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 6 | 391 | 174 | 221 | 633 | 564 | 223 | 700 | 625 | 0 | 1400 | 0 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.00 | 0.62 | 0.00 | 0.00 | 0.00 | 0.00 | 0.61 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 313 | 2188 | 976 | 1760 | 2563 | 2287 | 3499 | 4074 | 3634 | 0 | 8147 | 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 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 13.4 | 0.0 | 7.7 | 0.0 | 6.1 | 8.8 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 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 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 0.0 | 0.0 | 14.4 | 0.0 | 7.7 | 0.0 | 6.1 | 9.6 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | A | A | A | B | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 0 | | | 140 | | | 383 | | | 0 | |
| Approach Delay, s/veh | | 0.0 | | | 14.3 | | | 9.5 | | | 0.0 | |
| Approach LOS | | | | | B | | | A | | | | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.2 | 7.6 | | 16.5 | 0.0 | 15.8 | | 16.5 | | | | |
| Change Period (Y+Rc), s | 4.6 | 7.8 | | 6.0 | 4.6 | 7.8 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 32.4 | 16.6 | | 71.0 | 5.0 | 44.0 | | 71.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 4.5 | 0.0 | | 0.0 | 0.0 | 2.0 | | 8.4 | | | | |
| Green Ext Time (p_c), s | 0.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 2.5 | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 10.8 | |
| HCM 6th LOS | | B | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 44 | 30 | 23 | 110 | 15 | 17 | 32 | 296 | 98 | 33 | 504 | 97 |
| Future Volume (veh/h) | 44 | 30 | 23 | 110 | 15 | 17 | 32 | 296 | 98 | 33 | 504 | 97 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1796 | 1900 | 1856 | 1604 | 1870 | 1767 | 1870 | 1841 | 1900 | 1841 | 1900 |
| Adj Flow Rate, veh/h | 46 | 32 | 24 | 116 | 16 | 18 | 34 | 312 | 103 | 35 | 531 | 102 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 7 | 0 | 3 | 20 | 2 | 9 | 2 | 4 | 0 | 4 | 0 |
| Cap, veh/h | 168 | 275 | 247 | 229 | 304 | 301 | 139 | 988 | 434 | 152 | 975 | 449 |
| Arrive On Green | 0.09 | 0.15 | 0.15 | 0.13 | 0.19 | 0.19 | 0.08 | 0.28 | 0.28 | 0.08 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1810 | 1796 | 1610 | 1767 | 1604 | 1585 | 1682 | 3554 | 1560 | 1810 | 3497 | 1610 |
| Grp Volume(v), veh/h | 46 | 32 | 24 | 116 | 16 | 18 | 34 | 312 | 103 | 35 | 531 | 102 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1796 | 1610 | 1767 | 1604 | 1585 | 1682 | 1777 | 1560 | 1810 | 1749 | 1610 |
| Q Serve(g_s), s | 1.1 | 0.7 | 0.6 | 2.8 | 0.4 | 0.4 | 0.9 | 3.1 | 2.3 | 0.8 | 5.8 | 2.2 |
| Cycle Q Clear(g_c), s | 1.1 | 0.7 | 0.6 | 2.8 | 0.4 | 0.4 | 0.9 | 3.1 | 2.3 | 0.8 | 5.8 | 2.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 168 | 275 | 247 | 229 | 304 | 301 | 139 | 988 | 434 | 152 | 975 | 449 |
| V/C Ratio(X) | 0.27 | 0.12 | 0.10 | 0.51 | 0.05 | 0.06 | 0.24 | 0.32 | 0.24 | 0.23 | 0.54 | 0.23 |
| Avail Cap(c_a), veh/h | 683 | 1396 | 1252 | 1217 | 1745 | 1725 | 486 | 4657 | 2044 | 523 | 4583 | 2110 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.0 | 16.4 | 16.4 | 18.3 | 14.9 | 14.9 | 19.3 | 12.9 | 12.6 | 19.3 | 13.8 | 12.5 |
| Incr Delay (d2), s/veh | 0.3 | 0.1 | 0.1 | 0.6 | 0.0 | 0.0 | 0.3 | 0.1 | 0.1 | 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 | 0.4 | 0.3 | 0.2 | 1.0 | 0.1 | 0.1 | 0.3 | 1.1 | 0.7 | 0.3 | 1.9 | 0.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.3 | 16.5 | 16.4 | 18.9 | 15.0 | 15.0 | 19.7 | 12.9 | 12.7 | 19.6 | 14.0 | 12.6 |
| LnGrp LOS | B | B | B | B | B | B | B | B | B | B | B | B |
| Approach Vol, veh/h | | 102 | | | 150 | | | 449 | | | 668 | |
| Approach Delay, s/veh | | 17.8 | | | 18.0 | | | 13.4 | | | 14.1 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.8 | 16.5 | 9.8 | 10.9 | 7.7 | 16.6 | 8.2 | 12.5 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 11.0 | 57.0 | 29.0 | 33.0 | 11.0 | 57.0 | 15.0 | 47.0 |
| Max Q Clear Time (g_c+I1), s | 2.8 | 5.1 | 4.8 | 2.7 | 2.9 | 7.8 | 3.1 | 2.4 |
| Green Ext Time (p_c), s | 0.0 | 1.6 | 0.1 | 0.1 | 0.0 | 2.7 | 0.0 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 14.5 |
| HCM 6th LOS | B |

**Notes**

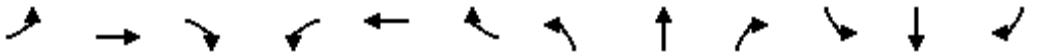
User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 26.2 |
| Intersection LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 82 | 181 | 11 | 251 | 121 | 52 | 3 | 187 | 227 | 52 | 345 | 57 |
| Future Vol, veh/h | 82 | 181 | 11 | 251 | 121 | 52 | 3 | 187 | 227 | 52 | 345 | 57 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 0 | 3 | 0 | 1 | 0 | 0 | 100 | 3 | 0 | 3 | 3 | 0 |
| Mvmt Flow | 86 | 191 | 12 | 264 | 127 | 55 | 3 | 197 | 239 | 55 | 363 | 60 |
| Number of Lanes | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 2 | 2 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 2 | 2 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 2 | 2 |
| HCM Control Delay | 18 | 33.8 | 28.6 | 22 |
| HCM LOS | C | D | D | C |

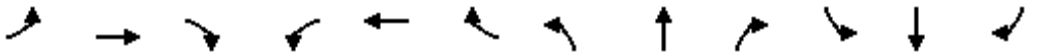
| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|
| Vol Left, % | 3% | 0% | 48% | 0% | 81% | 0% | 23% | 0% |
| Vol Thru, % | 97% | 29% | 52% | 89% | 19% | 54% | 77% | 75% |
| Vol Right, % | 0% | 71% | 0% | 11% | 0% | 46% | 0% | 25% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 97 | 321 | 173 | 102 | 312 | 113 | 225 | 230 |
| LT Vol | 3 | 0 | 82 | 0 | 251 | 0 | 52 | 0 |
| Through Vol | 94 | 94 | 91 | 91 | 61 | 61 | 173 | 173 |
| RT Vol | 0 | 227 | 0 | 11 | 0 | 52 | 0 | 57 |
| Lane Flow Rate | 102 | 337 | 182 | 107 | 328 | 118 | 236 | 242 |
| Geometry Grp | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Degree of Util (X) | 0.291 | 0.757 | 0.465 | 0.266 | 0.815 | 0.269 | 0.571 | 0.563 |
| Departure Headway (Hd) | 10.319 | 8.076 | 9.224 | 8.95 | 8.943 | 8.172 | 8.698 | 8.397 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 348 | 449 | 390 | 402 | 407 | 441 | 416 | 430 |
| Service Time | 8.066 | 5.822 | 6.975 | 6.7 | 6.688 | 5.916 | 6.447 | 6.146 |
| HCM Lane V/C Ratio | 0.293 | 0.751 | 0.467 | 0.266 | 0.806 | 0.268 | 0.567 | 0.563 |
| HCM Control Delay | 17.3 | 32 | 19.8 | 14.9 | 41 | 13.9 | 22.5 | 21.5 |
| HCM Lane LOS | C | D | C | B | E | B | C | C |
| HCM 95th-tile Q | 1.2 | 6.4 | 2.4 | 1.1 | 7.4 | 1.1 | 3.5 | 3.4 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 58 | 366 | 54 | 289 | 382 | 297 | 19 | 527 | 156 | 88 | 667 | 24 |
| Future Volume (veh/h) | 58 | 366 | 54 | 289 | 382 | 297 | 19 | 527 | 156 | 88 | 667 | 24 |
| 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 | | 0.99 | 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 | 1856 | 1900 | 1870 | 1900 | 1870 | 1885 | 1900 | 1856 | 1826 | 1841 | 1856 | 1826 |
| Adj Flow Rate, veh/h | 61 | 385 | 57 | 304 | 402 | 313 | 20 | 555 | 164 | 93 | 702 | 25 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 3 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 5 | 4 | 3 | 5 |
| Cap, veh/h | 238 | 848 | 368 | 397 | 521 | 441 | 147 | 1531 | 670 | 258 | 1651 | 722 |
| Arrive On Green | 0.07 | 0.23 | 0.23 | 0.11 | 0.28 | 0.28 | 0.04 | 0.43 | 0.43 | 0.08 | 0.47 | 0.47 |
| Sat Flow, veh/h | 3428 | 3610 | 1569 | 3510 | 1870 | 1584 | 3510 | 3526 | 1542 | 3401 | 3526 | 1542 |
| Grp Volume(v), veh/h | 61 | 385 | 57 | 304 | 402 | 313 | 20 | 555 | 164 | 93 | 702 | 25 |
| Grp Sat Flow(s),veh/h/ln | 1714 | 1805 | 1569 | 1755 | 1870 | 1584 | 1755 | 1763 | 1542 | 1700 | 1763 | 1542 |
| Q Serve(g_s), s | 1.9 | 10.3 | 3.3 | 9.5 | 22.3 | 20.0 | 0.6 | 11.9 | 7.6 | 2.9 | 14.9 | 1.0 |
| Cycle Q Clear(g_c), s | 1.9 | 10.3 | 3.3 | 9.5 | 22.3 | 20.0 | 0.6 | 11.9 | 7.6 | 2.9 | 14.9 | 1.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 238 | 848 | 368 | 397 | 521 | 441 | 147 | 1531 | 670 | 258 | 1651 | 722 |
| V/C Ratio(X) | 0.26 | 0.45 | 0.15 | 0.77 | 0.77 | 0.71 | 0.14 | 0.36 | 0.24 | 0.36 | 0.43 | 0.03 |
| Avail Cap(c_a), veh/h | 334 | 1946 | 846 | 529 | 1108 | 938 | 280 | 1531 | 670 | 332 | 1651 | 722 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 49.7 | 37.0 | 34.3 | 48.6 | 37.4 | 36.6 | 52.1 | 21.4 | 20.2 | 49.5 | 19.9 | 16.2 |
| Incr Delay (d2), s/veh | 0.2 | 0.4 | 0.2 | 3.1 | 2.5 | 2.1 | 0.2 | 0.7 | 0.9 | 0.3 | 0.8 | 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 | 4.6 | 1.3 | 4.3 | 10.5 | 7.9 | 0.3 | 5.0 | 2.9 | 1.3 | 6.2 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 50.0 | 37.3 | 34.5 | 51.7 | 39.9 | 38.7 | 52.2 | 22.1 | 21.1 | 49.8 | 20.7 | 16.3 |
| LnGrp LOS | D | D | C | D | D | D | D | C | C | D | C | B |
| Approach Vol, veh/h | | 503 | | | 1019 | | | 739 | | | 820 | |
| Approach Delay, s/veh | | 38.5 | | | 43.0 | | | 22.7 | | | 23.9 | |
| Approach LOS | | D | | | D | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 16.8 | 30.5 | 8.7 | 56.8 | 11.8 | 35.4 | 12.6 | 53.0 |
| Change Period (Y+Rc), s | 5.0 | 6.3 | 5.0 | 7.5 | 5.0 | 6.3 | 5.0 | 7.5 |
| Max Green Setting (Gmax), s | 16.0 | 58.5 | 8.0 | 47.5 | 10.0 | 64.5 | 10.0 | 45.5 |
| Max Q Clear Time (g_c+I1), s | 11.5 | 12.3 | 2.6 | 16.9 | 3.9 | 24.3 | 4.9 | 13.9 |
| Green Ext Time (p_c), s | 0.3 | 3.0 | 0.0 | 5.6 | 0.0 | 4.0 | 0.1 | 4.8 |

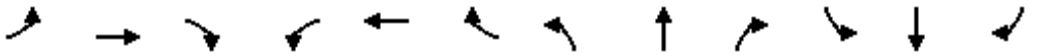
| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 32.3 |
| HCM 6th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 89 | 32 | 149 | 96 | 20 | 21 | 844 | 207 | 43 | 996 | 21 |
| Future Volume (veh/h) | 7 | 89 | 32 | 149 | 96 | 20 | 21 | 844 | 207 | 43 | 996 | 21 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 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 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1870 | 1870 | 1870 | 1856 | 1856 | 1826 | 1870 | 1870 | 1900 | 1870 | 1900 |
| Adj Flow Rate, veh/h | 7 | 94 | 34 | 157 | 101 | 21 | 22 | 888 | 218 | 45 | 1048 | 22 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 2 | 3 | 3 | 5 | 2 | 2 | 0 | 2 | 0 |
| Cap, veh/h | 48 | 168 | 61 | 214 | 331 | 69 | 75 | 1171 | 287 | 111 | 1542 | 698 |
| Arrive On Green | 0.03 | 0.13 | 0.11 | 0.12 | 0.22 | 0.20 | 0.04 | 0.42 | 0.37 | 0.06 | 0.43 | 0.43 |
| Sat Flow, veh/h | 1810 | 1311 | 474 | 1781 | 1490 | 310 | 1739 | 2820 | 692 | 1810 | 3554 | 1608 |
| Grp Volume(v), veh/h | 7 | 0 | 128 | 157 | 0 | 122 | 22 | 559 | 547 | 45 | 1048 | 22 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 0 | 1785 | 1781 | 0 | 1800 | 1739 | 1777 | 1735 | 1810 | 1777 | 1608 |
| Q Serve(g_s), s | 0.2 | 0.0 | 3.9 | 5.0 | 0.0 | 3.3 | 0.7 | 15.6 | 15.8 | 1.4 | 13.8 | 0.5 |
| Cycle Q Clear(g_c), s | 0.2 | 0.0 | 3.9 | 5.0 | 0.0 | 3.3 | 0.7 | 15.6 | 15.8 | 1.4 | 13.8 | 0.5 |
| Prop In Lane | 1.00 | | 0.27 | 1.00 | | 0.17 | 1.00 | | 0.40 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 48 | 0 | 229 | 214 | 0 | 400 | 75 | 738 | 720 | 111 | 1542 | 698 |
| V/C Ratio(X) | 0.15 | 0.00 | 0.56 | 0.73 | 0.00 | 0.31 | 0.29 | 0.76 | 0.76 | 0.40 | 0.68 | 0.03 |
| Avail Cap(c_a), veh/h | 186 | 0 | 889 | 214 | 0 | 927 | 179 | 824 | 805 | 186 | 1648 | 746 |
| 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 | 24.0 | 24.7 | 0.0 | 19.0 | 27.0 | 14.5 | 15.0 | 26.3 | 13.2 | 9.5 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 2.1 | 10.8 | 0.0 | 0.4 | 0.8 | 3.7 | 3.8 | 0.9 | 1.1 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.0 | 1.7 | 2.6 | 0.0 | 1.3 | 0.3 | 6.1 | 6.2 | 0.6 | 4.9 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 28.2 | 0.0 | 26.1 | 35.5 | 0.0 | 19.4 | 27.8 | 18.2 | 18.8 | 27.2 | 14.3 | 9.5 |
| LnGrp LOS | C | A | C | D | A | B | C | B | B | C | B | A |
| Approach Vol, veh/h | | 135 | | | 279 | | | 1128 | | | 1115 | |
| Approach Delay, s/veh | | 26.2 | | | 28.5 | | | 18.7 | | | 14.7 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.6 | 28.2 | 11.0 | 11.5 | 6.5 | 29.3 | 5.5 | 16.9 |
| Change Period (Y+Rc), s | 5.0 | 6.5 | 5.0 | 5.0 | 5.0 | 6.5 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 5.0 | 24.5 | 6.0 | 28.0 | 5.0 | 24.5 | 5.0 | 29.0 |
| Max Q Clear Time (g_c+I1), s | 3.4 | 17.8 | 7.0 | 5.9 | 2.7 | 15.8 | 2.2 | 5.3 |
| Green Ext Time (p_c), s | 0.0 | 3.8 | 0.0 | 0.6 | 0.0 | 4.7 | 0.0 | 0.6 |

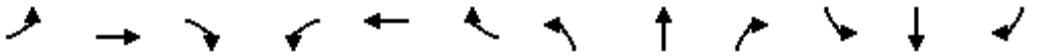
| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 18.4 |
| HCM 6th LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 134 | 231 | 31 | 146 | 259 | 47 | 95 | 814 | 133 | 168 | 880 | 91 |
| Future Volume (veh/h) | 134 | 231 | 31 | 146 | 259 | 47 | 95 | 814 | 133 | 168 | 880 | 91 |
| 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 | | 0.98 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1885 | 1870 | 1841 | 1885 | 1885 | 1900 | 1900 | 1856 | 1856 | 1841 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 141 | 243 | 33 | 154 | 273 | 49 | 100 | 857 | 140 | 177 | 926 | 96 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 1 | 2 | 4 | 1 | 1 | 0 | 0 | 3 | 3 | 4 | 3 | 3 |
| Cap, veh/h | 196 | 476 | 206 | 210 | 508 | 225 | 149 | 1283 | 210 | 233 | 1673 | 746 |
| Arrive On Green | 0.11 | 0.13 | 0.13 | 0.12 | 0.14 | 0.14 | 0.08 | 0.42 | 0.40 | 0.13 | 0.47 | 0.47 |
| Sat Flow, veh/h | 1795 | 3554 | 1535 | 1795 | 3582 | 1585 | 1810 | 3023 | 494 | 1753 | 3526 | 1572 |
| Grp Volume(v), veh/h | 141 | 243 | 33 | 154 | 273 | 49 | 100 | 500 | 497 | 177 | 926 | 96 |
| Grp Sat Flow(s),veh/h/ln | 1795 | 1777 | 1535 | 1795 | 1791 | 1585 | 1810 | 1763 | 1754 | 1753 | 1763 | 1572 |
| Q Serve(g_s), s | 6.3 | 5.3 | 1.6 | 6.9 | 5.9 | 2.3 | 4.5 | 19.0 | 19.1 | 8.1 | 15.6 | 2.8 |
| Cycle Q Clear(g_c), s | 6.3 | 5.3 | 1.6 | 6.9 | 5.9 | 2.3 | 4.5 | 19.0 | 19.1 | 8.1 | 15.6 | 2.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.28 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 196 | 476 | 206 | 210 | 508 | 225 | 149 | 748 | 744 | 233 | 1673 | 746 |
| V/C Ratio(X) | 0.72 | 0.51 | 0.16 | 0.73 | 0.54 | 0.22 | 0.67 | 0.67 | 0.67 | 0.76 | 0.55 | 0.13 |
| Avail Cap(c_a), veh/h | 452 | 1194 | 516 | 474 | 1246 | 551 | 347 | 1353 | 1347 | 547 | 3130 | 1396 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 35.9 | 33.6 | 31.9 | 35.6 | 33.2 | 31.7 | 37.1 | 19.3 | 19.5 | 34.9 | 15.6 | 12.3 |
| Incr Delay (d2), s/veh | 1.9 | 1.2 | 0.5 | 1.9 | 1.3 | 0.7 | 1.9 | 1.5 | 1.5 | 1.9 | 0.4 | 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 | 2.8 | 2.3 | 0.6 | 3.1 | 2.6 | 0.9 | 2.0 | 7.6 | 7.6 | 3.5 | 5.9 | 1.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 37.8 | 34.8 | 32.5 | 37.4 | 34.5 | 32.4 | 39.1 | 20.8 | 21.0 | 36.8 | 16.0 | 12.4 |
| LnGrp LOS | D | C | C | D | C | C | D | C | C | D | B | B |
| Approach Vol, veh/h | | 417 | | | 476 | | | 1097 | | | 1199 | |
| Approach Delay, s/veh | | 35.6 | | | 35.2 | | | 22.5 | | | 18.8 | |
| Approach LOS | | D | | | D | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 15.1 | 39.4 | 13.7 | 15.2 | 10.9 | 43.6 | 13.1 | 15.8 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | 5.0 | 5.0 | 5.0 | 6.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 25.0 | 62.0 | 21.0 | 27.0 | 15.0 | 72.0 | 20.0 | 28.0 |
| Max Q Clear Time (g_c+I1), s | 10.1 | 21.1 | 8.9 | 7.3 | 6.5 | 17.6 | 8.3 | 7.9 |
| Green Ext Time (p_c), s | 0.1 | 12.3 | 0.1 | 2.1 | 0.0 | 13.5 | 0.1 | 2.5 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 24.7 |
| HCM 6th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 2 | 1068 | 314 | 123 | 1117 | 4 | 448 | 1 | 194 | 1 | 1 | 2 |
| Future Volume (veh/h) | 2 | 1068 | 314 | 123 | 1117 | 4 | 448 | 1 | 194 | 1 | 1 | 2 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1841 | 1885 | 1856 | 1870 | 1900 | 1900 | 1900 | 1900 | 1900 | 418 | 418 |
| Adj Flow Rate, veh/h | 2 | 1124 | 331 | 129 | 1176 | 4 | 472 | 1 | 204 | 1 | 1 | 2 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 4 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 100 |
| Cap, veh/h | 9 | 1681 | 535 | 152 | 2121 | 669 | 500 | 4 | 791 | 7 | 88 | 78 |
| Arrive On Green | 0.01 | 0.33 | 0.33 | 0.09 | 0.42 | 0.42 | 0.28 | 0.49 | 0.49 | 0.00 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1810 | 5025 | 1598 | 1767 | 5106 | 1610 | 1810 | 8 | 1604 | 1810 | 397 | 354 |
| Grp Volume(v), veh/h | 2 | 1124 | 331 | 129 | 1176 | 4 | 472 | 0 | 205 | 1 | 1 | 2 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1675 | 1598 | 1767 | 1702 | 1610 | 1810 | 0 | 1611 | 1810 | 397 | 354 |
| Q Serve(g_s), s | 0.2 | 37.2 | 33.8 | 14.0 | 34.0 | 0.3 | 49.6 | 0.0 | 14.4 | 0.1 | 0.4 | 0.9 |
| Cycle Q Clear(g_c), s | 0.2 | 37.2 | 33.8 | 14.0 | 34.0 | 0.3 | 49.6 | 0.0 | 14.4 | 0.1 | 0.4 | 0.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 9 | 1681 | 535 | 152 | 2121 | 669 | 500 | 0 | 795 | 7 | 88 | 78 |
| V/C Ratio(X) | 0.21 | 0.67 | 0.62 | 0.85 | 0.55 | 0.01 | 0.94 | 0.00 | 0.26 | 0.14 | 0.01 | 0.03 |
| Avail Cap(c_a), veh/h | 56 | 1681 | 535 | 264 | 2313 | 729 | 764 | 0 | 795 | 56 | 88 | 78 |
| 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 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 96.2 | 55.4 | 54.2 | 87.5 | 43.1 | 33.3 | 68.8 | 0.0 | 28.8 | 96.4 | 59.1 | 59.5 |
| Incr Delay (d2), s/veh | 10.8 | 2.1 | 5.3 | 12.2 | 0.2 | 0.0 | 15.2 | 0.0 | 0.8 | 8.8 | 0.2 | 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 | 16.3 | 14.6 | 7.0 | 14.6 | 0.1 | 25.2 | 0.0 | 6.0 | 0.1 | 0.0 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 107.0 | 57.5 | 59.6 | 99.7 | 43.4 | 33.3 | 84.0 | 0.0 | 29.5 | 105.2 | 59.4 | 60.1 |
| LnGrp LOS | F | E | E | F | D | C | F | A | C | F | E | E |
| Approach Vol, veh/h | | 1457 | | | 1309 | | | 677 | | | 4 | |
| Approach Delay, s/veh | | 58.1 | | | 48.9 | | | 67.5 | | | 71.2 | |
| Approach LOS | | E | | | D | | | E | | | E | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 4.8 | 99.8 | 20.7 | 69.0 | 57.7 | 46.9 | 5.0 | 84.7 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.5 | 95.3 | 28.5 | 64.5 | 81.5 | 19.3 | 5.5 | 87.5 |
| Max Q Clear Time (g_c+I1), s | 2.1 | 16.4 | 16.0 | 39.2 | 51.6 | 2.9 | 2.2 | 36.0 |
| Green Ext Time (p_c), s | 0.0 | 1.5 | 0.2 | 10.6 | 1.6 | 0.0 | 0.0 | 11.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 56.5 |
| HCM 6th LOS | E |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 168.4 |
| Intersection LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 135 | 516 | 57 | 42 | 461 | 15 | 49 | 202 | 46 | 11 | 165 | 125 |
| Future Vol, veh/h | 135 | 516 | 57 | 42 | 461 | 15 | 49 | 202 | 46 | 11 | 165 | 125 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 1 | 1 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 7 | 2 | 0 |
| Mvmt Flow | 142 | 543 | 60 | 44 | 485 | 16 | 52 | 213 | 48 | 12 | 174 | 132 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 3 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 3 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 3 | 1 | 2 |
| HCM Control Delay | 227.2 | 239.3 | 55 | 20.2 |
| HCM LOS | F | F | F | C |

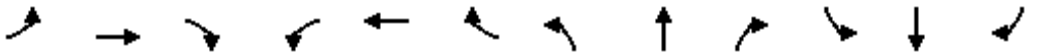
| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 | SBLn2 | SBLn3 |
|---|---|---|---|---|---|---|---|
| Vol Left, % | 16% | 100% | 0% | 8% | 100% | 0% | 0% |
| Vol Thru, % | 68% | 0% | 90% | 89% | 0% | 100% | 0% |
| Vol Right, % | 15% | 0% | 10% | 3% | 0% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 297 | 135 | 573 | 518 | 11 | 165 | 125 |
| LT Vol | 49 | 135 | 0 | 42 | 11 | 0 | 0 |
| Through Vol | 202 | 0 | 516 | 461 | 0 | 165 | 0 |
| RT Vol | 46 | 0 | 57 | 15 | 0 | 0 | 125 |
| Lane Flow Rate | 313 | 142 | 603 | 545 | 12 | 174 | 132 |
| Geometry Grp | 8 | 8 | 8 | 8 | 7 | 7 | 7 |
| Degree of Util (X) | 0.844 | 0.382 | 1.526 | 1.436 | 0.032 | 0.451 | 0.315 |
| Departure Headway (Hd) | 11.79 | 10.749 | 10.149 | 10.474 | 11.684 | 11.065 | 10.287 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 310 | 337 | 362 | 354 | 308 | 328 | 351 |
| Service Time | 9.49 | 8.449 | 7.849 | 8.174 | 9.384 | 8.765 | 7.987 |
| HCM Lane V/C Ratio | 1.01 | 0.421 | 1.666 | 1.54 | 0.039 | 0.53 | 0.376 |
| HCM Control Delay | 55 | 19.9 | 276 | 239.3 | 14.8 | 22.5 | 17.6 |
| HCM Lane LOS | F | C | F | F | B | C | C |
| HCM 95th-tile Q | 7.3 | 1.7 | 30.1 | 25.9 | 0.1 | 2.2 | 1.3 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 21.6 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 83 | 285 | 62 | 4 | 144 | 10 | 72 | 195 | 7 | 16 | 200 | 58 |
| Future Vol, veh/h | 83 | 285 | 62 | 4 | 144 | 10 | 72 | 195 | 7 | 16 | 200 | 58 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 0 | 2 | 15 | 3 | 3 | 9 | 0 | 1 | 5 | 6 | 3 | 0 |
| Mvmt Flow | 87 | 300 | 65 | 4 | 152 | 11 | 76 | 205 | 7 | 17 | 211 | 61 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 3 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 3 | 2 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 3 | 1 | 2 |
| HCM Control Delay | 25.9 | 16.2 | 23.5 | 16 |
| HCM LOS | D | C | C | C |

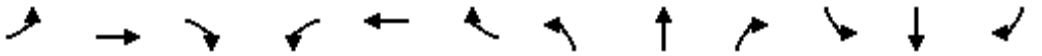
| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | WBLn1 | SBLn1 | SBLn2 | SBLn3 |
|---|---|---|---|---|---|---|---|---|
| Vol Left, % | 27% | 0% | 100% | 0% | 3% | 100% | 0% | 0% |
| Vol Thru, % | 73% | 0% | 0% | 82% | 91% | 0% | 100% | 0% |
| Vol Right, % | 0% | 100% | 0% | 18% | 6% | 0% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 267 | 7 | 83 | 347 | 158 | 16 | 200 | 58 |
| LT Vol | 72 | 0 | 83 | 0 | 4 | 16 | 0 | 0 |
| Through Vol | 195 | 0 | 0 | 285 | 144 | 0 | 200 | 0 |
| RT Vol | 0 | 7 | 0 | 62 | 10 | 0 | 0 | 58 |
| Lane Flow Rate | 281 | 7 | 87 | 365 | 166 | 17 | 211 | 61 |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Degree of Util (X) | 0.63 | 0.015 | 0.193 | 0.748 | 0.383 | 0.04 | 0.47 | 0.123 |
| Departure Headway (Hd) | 8.075 | 7.229 | 7.97 | 7.368 | 8.28 | 8.611 | 8.043 | 7.269 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 444 | 492 | 448 | 489 | 432 | 414 | 446 | 490 |
| Service Time | 5.862 | 5.015 | 5.748 | 5.146 | 6.077 | 6.403 | 5.834 | 5.06 |
| HCM Lane V/C Ratio | 0.633 | 0.014 | 0.194 | 0.746 | 0.384 | 0.041 | 0.473 | 0.124 |
| HCM Control Delay | 23.8 | 10.1 | 12.7 | 29.1 | 16.2 | 11.8 | 17.8 | 11.1 |
| HCM Lane LOS | C | B | B | D | C | B | C | B |
| HCM 95th-tile Q | 4.2 | 0 | 0.7 | 6.3 | 1.8 | 0.1 | 2.5 | 0.4 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 22 | 505 | 19 | 71 | 395 | 61 | 27 | 172 | 83 | 56 | 189 | 34 |
| Future Volume (veh/h) | 22 | 505 | 19 | 71 | 395 | 61 | 27 | 172 | 83 | 56 | 189 | 34 |
| 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 | 1841 | 1870 | 1900 | 1900 | 1870 | 1900 | 1900 | 1885 | 1900 | 1870 | 1885 | 1856 |
| Adj Flow Rate, veh/h | 23 | 532 | 20 | 75 | 416 | 64 | 28 | 181 | 87 | 59 | 199 | 36 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 4 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 1 | 3 |
| Cap, veh/h | 64 | 711 | 612 | 132 | 779 | 662 | 75 | 333 | 285 | 115 | 377 | 314 |
| Arrive On Green | 0.04 | 0.38 | 0.38 | 0.07 | 0.42 | 0.42 | 0.04 | 0.18 | 0.18 | 0.06 | 0.20 | 0.20 |
| Sat Flow, veh/h | 1753 | 1870 | 1610 | 1810 | 1870 | 1590 | 1810 | 1885 | 1610 | 1781 | 1885 | 1572 |
| Grp Volume(v), veh/h | 23 | 532 | 20 | 75 | 416 | 64 | 28 | 181 | 87 | 59 | 199 | 36 |
| Grp Sat Flow(s),veh/h/ln | 1753 | 1870 | 1610 | 1810 | 1870 | 1590 | 1810 | 1885 | 1610 | 1781 | 1885 | 1572 |
| Q Serve(g_s), s | 0.7 | 12.9 | 0.4 | 2.1 | 8.7 | 1.3 | 0.8 | 4.6 | 2.5 | 1.7 | 4.9 | 1.0 |
| Cycle Q Clear(g_c), s | 0.7 | 12.9 | 0.4 | 2.1 | 8.7 | 1.3 | 0.8 | 4.6 | 2.5 | 1.7 | 4.9 | 1.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 64 | 711 | 612 | 132 | 779 | 662 | 75 | 333 | 285 | 115 | 377 | 314 |
| V/C Ratio(X) | 0.36 | 0.75 | 0.03 | 0.57 | 0.53 | 0.10 | 0.37 | 0.54 | 0.31 | 0.51 | 0.53 | 0.11 |
| Avail Cap(c_a), veh/h | 585 | 1474 | 1269 | 604 | 1474 | 1253 | 604 | 1666 | 1423 | 595 | 1666 | 1389 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.6 | 14.1 | 10.2 | 23.5 | 11.5 | 9.3 | 24.4 | 19.6 | 18.8 | 23.7 | 18.8 | 17.2 |
| Incr Delay (d2), s/veh | 1.2 | 1.6 | 0.0 | 1.4 | 0.6 | 0.1 | 1.1 | 1.4 | 0.6 | 1.3 | 1.1 | 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 | 0.3 | 4.9 | 0.1 | 0.9 | 3.1 | 0.4 | 0.3 | 1.9 | 0.9 | 0.7 | 2.1 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 25.9 | 15.7 | 10.2 | 24.9 | 12.0 | 9.4 | 25.6 | 21.0 | 19.4 | 25.0 | 19.9 | 17.3 |
| LnGrp LOS | C | B | B | C | B | A | C | C | B | C | B | B |
| Approach Vol, veh/h | | 575 | | | 555 | | | 296 | | | 294 | |
| Approach Delay, s/veh | | 15.9 | | | 13.5 | | | 21.0 | | | 20.6 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.4 | 13.3 | 7.8 | 23.9 | 6.2 | 14.5 | 5.9 | 25.8 |
| Change Period (Y+Rc), s | 4.5 | 5.3 | 4.5 | 5.3 | 4.5 | 5.3 | 4.5 | 5.3 |
| Max Green Setting (Gmax), s | 17.0 | 45.0 | 17.0 | 40.0 | 17.0 | 45.0 | 17.0 | 40.0 |
| Max Q Clear Time (g_c+I1), s | 3.7 | 6.6 | 4.1 | 14.9 | 2.8 | 6.9 | 2.7 | 10.7 |
| Green Ext Time (p_c), s | 0.0 | 1.4 | 0.0 | 3.7 | 0.0 | 1.3 | 0.0 | 3.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 16.8 |
| HCM 6th LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 66 | 17 | 206 | 51 | 5 | 11 | 204 | 1119 | 357 | 69 | 595 | 53 |
| Future Volume (vph) | 66 | 17 | 206 | 51 | 5 | 11 | 204 | 1119 | 357 | 69 | 595 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 0.97 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 1.00 |
| Flpb, ped/bikes | | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.90 | | 1.00 | 0.89 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.99 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1638 | | 1687 | 1531 | | 1805 | 1863 | 1568 | 1770 | 3505 | 1524 |
| Flt Permitted | | 0.92 | | 0.24 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1518 | | 432 | 1531 | | 1805 | 1863 | 1568 | 1770 | 3505 | 1524 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 69 | 18 | 217 | 54 | 5 | 12 | 215 | 1178 | 376 | 73 | 626 | 56 |
| RTOR Reduction (vph) | 0 | 53 | 0 | 0 | 10 | 0 | 0 | 0 | 59 | 0 | 0 | 25 |
| Lane Group Flow (vph) | 0 | 251 | 0 | 54 | 7 | 0 | 215 | 1178 | 317 | 73 | 626 | 31 |
| Confl. Peds. (#/hr) | | | 14 | 14 | | | | | 4 | 4 | | |
| Confl. Bikes (#/hr) | | | | | | 1 | | | | | | |
| Heavy Vehicles (%) | 0% | 0% | 1% | 6% | 0% | 14% | 0% | 2% | 1% | 2% | 3% | 6% |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 19.1 | | 19.1 | 19.1 | | 20.2 | 91.7 | 91.7 | 5.0 | 76.5 | 76.5 |
| Effective Green, g (s) | | 21.1 | | 21.1 | 21.1 | | 22.2 | 94.7 | 94.7 | 7.0 | 79.5 | 79.5 |
| Actuated g/C Ratio | | 0.15 | | 0.15 | 0.15 | | 0.16 | 0.67 | 0.67 | 0.05 | 0.56 | 0.56 |
| Clearance Time (s) | | 6.0 | | 6.0 | 6.0 | | 6.0 | 7.0 | 7.0 | 6.0 | 7.0 | 7.0 |
| Vehicle Extension (s) | | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lane Grp Cap (vph) | | 225 | | 64 | 227 | | 282 | 1243 | 1046 | 87 | 1963 | 853 |
| v/s Ratio Prot | | | | | 0.00 | | c0.12 | c0.63 | | 0.04 | 0.18 | |
| v/s Ratio Perm | | c0.17 | | 0.13 | | | | | 0.20 | | | 0.02 |
| v/c Ratio | | 1.12 | | 0.84 | 0.03 | | 0.76 | 0.95 | 0.30 | 0.84 | 0.32 | 0.04 |
| Uniform Delay, d1 | | 60.4 | | 58.8 | 51.6 | | 57.3 | 21.4 | 9.8 | 66.9 | 16.7 | 14.0 |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 94.8 | | 58.9 | 0.0 | | 10.4 | 14.5 | 0.1 | 45.8 | 0.0 | 0.0 |
| Delay (s) | | 155.2 | | 117.7 | 51.7 | | 67.8 | 35.8 | 9.9 | 112.7 | 16.7 | 14.0 |
| Level of Service | | F | | F | D | | E | D | A | F | B | B |
| Approach Delay (s) | | 155.2 | | | 101.9 | | | 34.2 | | | 25.8 | |
| Approach LOS | | F | | | F | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 46.4 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.94 | | |
| Actuated Cycle Length (s) | 141.9 | Sum of lost time (s) | 14.0 |
| Intersection Capacity Utilization | 98.0% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 20.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 0 | 23 | 25 | 2 | 90 | 11 | 1473 | 150 | 73 | 614 | 2 |
| Future Vol, veh/h | 6 | 0 | 23 | 25 | 2 | 90 | 11 | 1473 | 150 | 73 | 614 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 11 | 11 | 0 | 2 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 150 | - | - | 110 | - | 175 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 7 | 0 | 0 | 2 | 40 | 1 | 1 | 0 | 3 | 0 |
| Mvmt Flow | 6 | 0 | 24 | 26 | 2 | 95 | 12 | 1551 | 158 | 77 | 646 | 2 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1603 | 2546 | 325 | 2142 | 2469 | 866 | 650 | 0 | 0 | 1720 | 0 | 0 |
| Stage 1 | 802 | 802 | - | 1665 | 1665 | - | - | - | - | - | - | - |
| Stage 2 | 801 | 1744 | - | 477 | 804 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 7.04 | 7.5 | 6.5 | 6.94 | 4.9 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.37 | 3.5 | 4 | 3.32 | 2.6 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 72 | 27 | 656 | 28 | 31 | 297 | 716 | - | - | 373 | - | - |
| Stage 1 | 348 | 399 | - | 103 | 155 | - | - | - | - | - | - | - |
| Stage 2 | 349 | 142 | - | 543 | 398 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 38 | 21 | 655 | ~ 22 | 24 | 294 | 715 | - | - | 369 | - | - |
| Mov Cap-2 Maneuver | 38 | 21 | - | ~ 22 | 24 | - | - | - | - | - | - | - |
| Stage 1 | 341 | 315 | - | 100 | 151 | - | - | - | - | - | - | - |
| Stage 2 | 229 | 138 | - | 414 | 314 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 35 | $ 414.3 | 0.1 | 1.8 |
| HCM LOS | E | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 715 | - | - | 150 | 77 | 369 | - | - |
| HCM Lane V/C Ratio | 0.016 | - | - | 0.204 | 1.599 | 0.208 | - | - |
| HCM Control Delay (s) | 10.1 | - | - | 35 | $ 414.3 | 17.3 | - | - |
| HCM Lane LOS | B | - | - | E | F | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.7 | 10.3 | 0.8 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.8 |

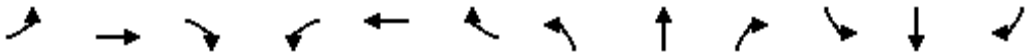
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 0 | 23 | 25 | 2 | 90 | 11 | 1473 | 150 | 73 | 614 | 2 |
| Future Vol, veh/h | 6 | 0 | 23 | 25 | 2 | 90 | 11 | 1473 | 150 | 73 | 614 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 11 | 11 | 0 | 2 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | 150 | - | - | 110 | - | 175 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 7 | 0 | 0 | 2 | 40 | 1 | 1 | 0 | 3 | 0 |
| Mvmt Flow | 6 | 0 | 24 | 26 | 2 | 95 | 12 | 1551 | 158 | 77 | 646 | 2 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1603 | 2546 | 325 | 2142 | 2469 | 866 | 650 | 0 | 0 | 1720 | 0 | 0 |
| Stage 1 | 802 | 802 | - | 1665 | 1665 | - | - | - | - | - | - | - |
| Stage 2 | 801 | 1744 | - | 477 | 804 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 7.04 | 7.5 | 6.5 | 6.94 | 4.9 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.37 | 3.5 | 4 | 3.32 | 2.6 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 72 | 27 | 656 | 28 | 31 | 297 | 716 | - | - | 373 | - | - |
| Stage 1 | 348 | 399 | - | 103 | 155 | - | - | - | - | - | - | - |
| Stage 2 | 349 | 142 | - | 543 | 398 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 38 | 21 | 655 | ~ 22 | 24 | 294 | 715 | - | - | 369 | - | - |
| Mov Cap-2 Maneuver | 38 | 21 | - | ~ 22 | 24 | - | - | - | - | - | - | - |
| Stage 1 | 341 | 315 | - | 100 | 151 | - | - | - | - | - | - | - |
| Stage 2 | 229 | 138 | - | 414 | 314 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 35 | 144.5 | 0.1 | 1.8 |
| HCM LOS | E | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 715 | - | - | 150 | 22 | 294 | 369 | - | - |
| HCM Lane V/C Ratio | 0.016 | - | - | 0.204 | 1.292 | 0.322 | 0.208 | - | - |
| HCM Control Delay (s) | 10.1 | - | - | 35$ | 549.6 | 23 | 17.3 | - | - |
| HCM Lane LOS | B | - | - | E | F | C | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.7 | 3.7 | 1.4 | 0.8 | - | - |

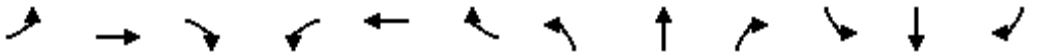
| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 255 | 687 | 547 | 384 | 1124 | 630 | 284 | 733 | 142 | 157 | 472 | 63 |
| Future Volume (veh/h) | 255 | 687 | 547 | 384 | 1124 | 630 | 284 | 733 | 142 | 157 | 472 | 63 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 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 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1885 | 1841 | 1841 | 1870 | 1870 | 1900 | 1885 | 1885 | 1870 | 1856 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 268 | 723 | 576 | 404 | 1183 | 663 | 299 | 772 | 149 | 165 | 497 | 66 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 1 | 4 | 4 | 2 | 2 | 0 | 1 | 1 | 2 | 3 | 2 | 2 |
| Cap, veh/h | 339 | 1819 | 564 | 476 | 2054 | 647 | 334 | 973 | 424 | 201 | 628 | 83 |
| Arrive On Green | 0.10 | 0.36 | 0.36 | 0.14 | 0.40 | 0.40 | 0.19 | 0.27 | 0.27 | 0.11 | 0.20 | 0.18 |
| Sat Flow, veh/h | 3483 | 5025 | 1559 | 3456 | 5106 | 1609 | 1795 | 3582 | 1561 | 1767 | 3153 | 417 |
| Grp Volume(v), veh/h | 268 | 723 | 576 | 404 | 1183 | 663 | 299 | 772 | 149 | 165 | 279 | 284 |
| Grp Sat Flow(s),veh/h/ln | 1742 | 1675 | 1559 | 1728 | 1702 | 1609 | 1795 | 1791 | 1561 | 1767 | 1777 | 1794 |
| Q Serve(g_s), s | 10.5 | 14.9 | 50.4 | 15.9 | 25.1 | 56.0 | 22.6 | 27.9 | 10.7 | 12.7 | 20.8 | 21.0 |
| Cycle Q Clear(g_c), s | 10.5 | 14.9 | 50.4 | 15.9 | 25.1 | 56.0 | 22.6 | 27.9 | 10.7 | 12.7 | 20.8 | 21.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.23 |
| Lane Grp Cap(c), veh/h | 339 | 1819 | 564 | 476 | 2054 | 647 | 334 | 973 | 424 | 201 | 354 | 357 |
| V/C Ratio(X) | 0.79 | 0.40 | 1.02 | 0.85 | 0.58 | 1.02 | 0.90 | 0.79 | 0.35 | 0.82 | 0.79 | 0.79 |
| Avail Cap(c_a), veh/h | 375 | 1819 | 564 | 546 | 2054 | 647 | 413 | 1184 | 516 | 305 | 485 | 490 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 61.4 | 33.1 | 44.4 | 58.6 | 32.4 | 41.6 | 55.3 | 47.1 | 40.8 | 60.3 | 52.9 | 53.2 |
| Incr Delay (d2), s/veh | 8.6 | 0.1 | 43.3 | 9.6 | 0.3 | 41.6 | 16.7 | 2.5 | 0.2 | 6.0 | 4.0 | 4.2 |
| 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 | 5.1 | 6.1 | 26.0 | 7.6 | 10.4 | 29.4 | 11.8 | 12.8 | 4.2 | 6.0 | 9.7 | 9.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 70.1 | 33.1 | 87.7 | 68.2 | 32.6 | 83.2 | 72.0 | 49.6 | 41.0 | 66.3 | 56.9 | 57.5 |
| LnGrp LOS | E | C | F | E | C | F | E | D | D | E | E | E |
| Approach Vol, veh/h | | 1567 | | | 2250 | | | 1220 | | | 728 | |
| Approach Delay, s/veh | | 59.5 | | | 53.9 | | | 54.0 | | | 59.3 | |
| Approach LOS | | E | | | D | | | D | | | E | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 23.2 | 54.4 | 29.9 | 31.7 | 17.6 | 60.0 | 19.8 | 41.8 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | 5.0 | 6.0 | 5.0 | 6.0 | 5.0 | 6.0 |
| Max Green Setting (Gmax), s | 21.0 | 47.0 | 31.0 | 36.0 | 14.0 | 54.0 | 23.0 | 44.0 |
| Max Q Clear Time (g_c+I1), s | 17.9 | 52.4 | 24.6 | 23.0 | 12.5 | 58.0 | 14.7 | 29.9 |
| Green Ext Time (p_c), s | 0.3 | 0.0 | 0.3 | 1.9 | 0.1 | 0.0 | 0.1 | 3.5 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 56.1 |
| HCM 6th LOS | E |



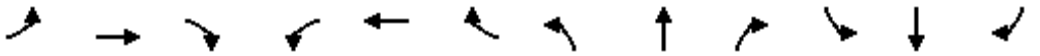
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 45 | 184 | 126 | 280 | 114 | 232 | 49 | 902 | 209 | 161 | 1136 | 16 |
| Future Volume (veh/h) | 45 | 184 | 126 | 280 | 114 | 232 | 49 | 902 | 209 | 161 | 1136 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.95 | 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 | 1796 | 1885 | 1900 | 1885 | 1900 | 1885 | 1870 | 1870 | 1870 | 1781 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 47 | 194 | 133 | 295 | 120 | 244 | 52 | 949 | 0 | 169 | 1196 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 7 | 1 | 0 | 1 | 0 | 1 | 2 | 2 | 2 | 8 | 3 | 3 |
| Cap, veh/h | 67 | 373 | 302 | 342 | 664 | 545 | 81 | 1286 | | 204 | 1510 | |
| Arrive On Green | 0.04 | 0.20 | 0.20 | 0.19 | 0.35 | 0.35 | 0.05 | 0.36 | 0.00 | 0.12 | 0.43 | 0.00 |
| Sat Flow, veh/h | 1711 | 1885 | 1525 | 1795 | 1900 | 1561 | 1781 | 3647 | 0 | 1697 | 3618 | 0 |
| Grp Volume(v), veh/h | 47 | 194 | 133 | 295 | 120 | 244 | 52 | 949 | 0 | 169 | 1196 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1711 | 1885 | 1525 | 1795 | 1900 | 1561 | 1781 | 1777 | 0 | 1697 | 1763 | 0 |
| Q Serve(g_s), s | 3.4 | 11.4 | 9.5 | 19.7 | 5.4 | 14.9 | 3.5 | 28.7 | 0.0 | 12.0 | 36.2 | 0.0 |
| Cycle Q Clear(g_c), s | 3.4 | 11.4 | 9.5 | 19.7 | 5.4 | 14.9 | 3.5 | 28.7 | 0.0 | 12.0 | 36.2 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 67 | 373 | 302 | 342 | 664 | 545 | 81 | 1286 | | 204 | 1510 | |
| V/C Ratio(X) | 0.71 | 0.52 | 0.44 | 0.86 | 0.18 | 0.45 | 0.64 | 0.74 | | 0.83 | 0.79 | |
| Avail Cap(c_a), veh/h | 175 | 458 | 370 | 640 | 944 | 776 | 173 | 2359 | | 412 | 2826 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 58.7 | 44.3 | 43.5 | 48.5 | 27.9 | 31.0 | 57.9 | 34.3 | 0.0 | 53.1 | 30.5 | 0.0 |
| Incr Delay (d2), s/veh | 12.7 | 1.1 | 1.0 | 6.5 | 0.1 | 0.6 | 8.1 | 0.8 | 0.0 | 8.3 | 1.0 | 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 | 1.7 | 5.4 | 3.7 | 9.4 | 2.5 | 5.7 | 1.8 | 12.5 | 0.0 | 5.6 | 15.4 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 71.4 | 45.4 | 44.5 | 55.0 | 28.0 | 31.6 | 66.0 | 35.2 | 0.0 | 61.3 | 31.5 | 0.0 |
| LnGrp LOS | E | D | D | D | C | C | E | D | | E | C | |
| Approach Vol, veh/h | | 374 | | | 659 | | | 1001 | A | | 1365 | A |
| Approach Delay, s/veh | | 48.4 | | | 41.4 | | | 36.8 | | | 35.2 | |
| Approach LOS | | D | | | D | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 18.9 | 48.7 | 27.5 | 28.5 | 10.6 | 56.9 | 8.8 | 47.1 |
| Change Period (Y+Rc), s | 4.5 | 6.0 | 5.0 | 5.0 | 6.0 | 6.0 | 4.5 | 5.0 |
| Max Green Setting (Gmax), s | 29.5 | 80.0 | 43.0 | 29.0 | 11.0 | 97.0 | 12.1 | 60.4 |
| Max Q Clear Time (g_c+I1), s | 14.0 | 30.7 | 21.7 | 13.4 | 5.5 | 38.2 | 5.4 | 16.9 |
| Green Ext Time (p_c), s | 0.4 | 8.7 | 0.8 | 1.4 | 0.0 | 12.7 | 0.0 | 1.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 38.3 |
| HCM 6th LOS | D |

**Notes**

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



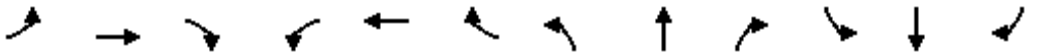
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 276 | 144 | 98 | 17 | 103 | 22 | 65 | 815 | 10 | 17 | 1015 | 261 |
| Future Volume (veh/h) | 276 | 144 | 98 | 17 | 103 | 22 | 65 | 815 | 10 | 17 | 1015 | 261 |
| 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 | 1.00 | | 0.96 | 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 | 1826 | 1900 | 1900 | 1796 | 1796 | 1870 | 1870 | 1870 | 1900 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 291 | 152 | 103 | 18 | 108 | 23 | 68 | 858 | 11 | 18 | 1068 | 275 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 5 | 0 | 0 | 7 | 7 | 2 | 2 | 2 | 0 | 3 | 3 |
| Cap, veh/h | 325 | 522 | 456 | 39 | 178 | 38 | 91 | 1860 | 24 | 39 | 1352 | 346 |
| Arrive On Green | 0.18 | 0.29 | 0.29 | 0.02 | 0.12 | 0.12 | 0.05 | 0.52 | 0.51 | 0.02 | 0.49 | 0.48 |
| Sat Flow, veh/h | 1781 | 1826 | 1597 | 1810 | 1430 | 304 | 1781 | 3591 | 46 | 1810 | 2767 | 707 |
| Grp Volume(v), veh/h | 291 | 152 | 103 | 18 | 0 | 131 | 68 | 425 | 444 | 18 | 678 | 665 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1826 | 1597 | 1810 | 0 | 1734 | 1781 | 1777 | 1860 | 1810 | 1763 | 1711 |
| Q Serve(g_s), s | 16.6 | 6.8 | 5.1 | 1.0 | 0.0 | 7.5 | 3.9 | 15.8 | 15.8 | 1.0 | 33.3 | 34.0 |
| Cycle Q Clear(g_c), s | 16.6 | 6.8 | 5.1 | 1.0 | 0.0 | 7.5 | 3.9 | 15.8 | 15.8 | 1.0 | 33.3 | 34.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.18 | 1.00 | | 0.02 | 1.00 | | 0.41 |
| Lane Grp Cap(c), veh/h | 325 | 522 | 456 | 39 | 0 | 216 | 91 | 920 | 963 | 39 | 861 | 836 |
| V/C Ratio(X) | 0.89 | 0.29 | 0.23 | 0.46 | 0.00 | 0.61 | 0.75 | 0.46 | 0.46 | 0.46 | 0.79 | 0.80 |
| Avail Cap(c_a), veh/h | 512 | 833 | 729 | 99 | 0 | 387 | 154 | 1157 | 1211 | 99 | 1092 | 1060 |
| 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 | 41.6 | 29.0 | 28.4 | 50.4 | 0.0 | 43.3 | 48.8 | 15.9 | 15.9 | 50.4 | 22.2 | 22.6 |
| Incr Delay (d2), s/veh | 8.2 | 0.4 | 0.3 | 3.2 | 0.0 | 3.3 | 4.6 | 0.4 | 0.4 | 3.2 | 3.3 | 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 | 8.0 | 3.0 | 2.0 | 0.5 | 0.0 | 3.4 | 1.9 | 6.3 | 6.6 | 0.5 | 13.9 | 13.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 49.8 | 29.4 | 28.7 | 53.6 | 0.0 | 46.5 | 53.4 | 16.4 | 16.3 | 53.6 | 25.4 | 26.2 |
| LnGrp LOS | D | C | C | D | A | D | D | B | B | D | C | C |
| Approach Vol, veh/h | | 546 | | | 149 | | | 937 | | | 1361 | |
| Approach Delay, s/veh | | 40.2 | | | 47.4 | | | 19.0 | | | 26.2 | |
| Approach LOS | | D | | | D | | | B | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.2 | 58.0 | 6.2 | 33.8 | 9.3 | 54.9 | 23.1 | 17.0 |
| Change Period (Y+Rc), s | * 4.2 | 5.3 | * 4.2 | * 4.2 | * 4.2 | 5.3 | * 4.2 | * 4.2 |
| Max Green Setting (Gmax), s | * 5.5 | 66.6 | * 5.5 | * 47 | * 8.8 | 63.3 | * 30 | * 23 |
| Max Q Clear Time (g_c+I1), s | 3.0 | 17.8 | 3.0 | 8.8 | 5.9 | 36.0 | 18.6 | 9.5 |
| Green Ext Time (p_c), s | 0.0 | 8.4 | 0.0 | 1.6 | 0.0 | 13.6 | 0.2 | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 27.6 |
| HCM 6th LOS | C |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



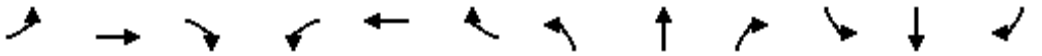
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 69 | 149 | 62 | 97 | 120 | 93 | 21 | 710 | 32 | 59 | 1150 | 47 |
| Future Volume (veh/h) | 69 | 149 | 62 | 97 | 120 | 93 | 21 | 710 | 32 | 59 | 1150 | 47 |
| 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 | | 0.97 | 1.00 | | 0.97 |
| 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 | 1885 | 1885 | 1900 | 1826 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 73 | 157 | 65 | 102 | 126 | 98 | 22 | 747 | 34 | 62 | 1211 | 49 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 1 | 1 | 0 | 5 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 261 | 394 | 333 | 257 | 419 | 352 | 81 | 2021 | 92 | 100 | 2026 | 82 |
| Arrive On Green | 0.21 | 0.21 | 0.21 | 0.22 | 0.22 | 0.22 | 0.05 | 0.58 | 0.56 | 0.06 | 0.58 | 0.57 |
| Sat Flow, veh/h | 1156 | 1870 | 1583 | 1167 | 1885 | 1587 | 1739 | 3457 | 157 | 1781 | 3477 | 141 |
| Grp Volume(v), veh/h | 73 | 157 | 65 | 102 | 126 | 98 | 22 | 384 | 397 | 62 | 618 | 642 |
| Grp Sat Flow(s),veh/h/ln | 1156 | 1870 | 1583 | 1167 | 1885 | 1587 | 1739 | 1777 | 1837 | 1781 | 1777 | 1841 |
| Q Serve(g_s), s | 5.0 | 6.3 | 3.0 | 7.1 | 4.9 | 4.5 | 1.1 | 10.0 | 10.0 | 3.0 | 19.5 | 19.5 |
| Cycle Q Clear(g_c), s | 9.8 | 6.3 | 3.0 | 13.4 | 4.9 | 4.5 | 1.1 | 10.0 | 10.0 | 3.0 | 19.5 | 19.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.09 | 1.00 | | 0.08 |
| Lane Grp Cap(c), veh/h | 261 | 394 | 333 | 257 | 419 | 352 | 81 | 1039 | 1074 | 100 | 1035 | 1072 |
| V/C Ratio(X) | 0.28 | 0.40 | 0.19 | 0.40 | 0.30 | 0.28 | 0.27 | 0.37 | 0.37 | 0.62 | 0.60 | 0.60 |
| Avail Cap(c_a), veh/h | 507 | 792 | 670 | 492 | 798 | 672 | 179 | 1667 | 1724 | 306 | 1789 | 1853 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 33.3 | 29.7 | 28.4 | 34.6 | 28.3 | 28.2 | 40.2 | 9.6 | 9.7 | 40.4 | 11.7 | 11.7 |
| Incr Delay (d2), s/veh | 0.8 | 0.9 | 0.4 | 1.4 | 0.6 | 0.6 | 0.7 | 0.5 | 0.5 | 2.3 | 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 | 1.4 | 2.9 | 1.1 | 2.1 | 2.2 | 1.7 | 0.5 | 3.7 | 3.8 | 1.4 | 7.2 | 7.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 34.1 | 30.7 | 28.8 | 36.0 | 28.9 | 28.8 | 40.9 | 10.1 | 10.1 | 42.7 | 12.9 | 12.9 |
| LnGrp LOS | C | C | C | D | C | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 295 | | | 326 | | | 803 | | | 1322 | |
| Approach Delay, s/veh | | 31.1 | | | 31.1 | | | 10.9 | | | 14.3 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.9 | 55.1 | | 23.4 | 8.1 | 55.9 | | 23.4 | | | | |
| Change Period (Y+Rc), s | 5.0 | 6.0 | | * 6 | 6.0 | * 6 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 14.0 | 80.0 | | * 36 | 7.0 | * 87 | | 35.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 5.0 | 12.0 | | 11.8 | 3.1 | 21.5 | | 15.4 | | | | |
| Green Ext Time (p_c), s | 0.0 | 13.0 | | 2.0 | 0.0 | 28.4 | | 2.0 | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 17.1 | |
| HCM 6th LOS | | B | |

Notes

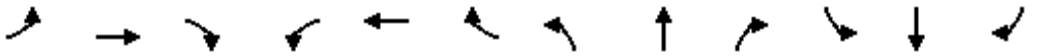
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 89 | 502 | 109 | 20 | 290 | 28 | 170 | 665 | 122 | 169 | 749 | 273 |
| Future Volume (veh/h) | 89 | 502 | 109 | 20 | 290 | 28 | 170 | 665 | 122 | 169 | 749 | 273 |
| 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 | 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 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1870 | 1870 | 1870 | 1870 | 1870 | 1841 | 1870 | 1870 | 1826 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 94 | 528 | 115 | 21 | 305 | 29 | 179 | 700 | 128 | 178 | 788 | 287 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 2 | 2 | 2 | 4 | 2 | 2 | 5 | 2 | 2 |
| Cap, veh/h | 137 | 688 | 149 | 57 | 634 | 60 | 226 | 1328 | 243 | 225 | 1132 | 412 |
| Arrive On Green | 0.08 | 0.24 | 0.23 | 0.03 | 0.19 | 0.18 | 0.13 | 0.44 | 0.43 | 0.13 | 0.44 | 0.43 |
| Sat Flow, veh/h | 1810 | 2899 | 628 | 1781 | 3274 | 309 | 1753 | 2993 | 547 | 1739 | 2550 | 928 |
| Grp Volume(v), veh/h | 94 | 323 | 320 | 21 | 164 | 170 | 179 | 415 | 413 | 178 | 549 | 526 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1777 | 1750 | 1781 | 1777 | 1806 | 1753 | 1777 | 1763 | 1739 | 1777 | 1702 |
| Q Serve(g_s), s | 5.1 | 17.1 | 17.3 | 1.2 | 8.3 | 8.5 | 10.0 | 17.2 | 17.3 | 10.1 | 25.2 | 25.3 |
| Cycle Q Clear(g_c), s | 5.1 | 17.1 | 17.3 | 1.2 | 8.3 | 8.5 | 10.0 | 17.2 | 17.3 | 10.1 | 25.2 | 25.3 |
| Prop In Lane | 1.00 | | 0.36 | 1.00 | | 0.17 | 1.00 | | 0.31 | 1.00 | | 0.55 |
| Lane Grp Cap(c), veh/h | 137 | 422 | 415 | 57 | 344 | 350 | 226 | 788 | 782 | 225 | 789 | 755 |
| V/C Ratio(X) | 0.69 | 0.77 | 0.77 | 0.37 | 0.48 | 0.48 | 0.79 | 0.53 | 0.53 | 0.79 | 0.70 | 0.70 |
| Avail Cap(c_a), veh/h | 268 | 649 | 639 | 105 | 491 | 499 | 433 | 1070 | 1061 | 429 | 1070 | 1025 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 45.7 | 36.0 | 36.2 | 48.0 | 36.3 | 36.4 | 42.8 | 20.5 | 20.6 | 42.8 | 22.7 | 22.9 |
| Incr Delay (d2), s/veh | 2.3 | 2.9 | 3.1 | 1.5 | 1.0 | 1.0 | 2.4 | 1.2 | 1.2 | 2.4 | 2.4 | 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 | 2.4 | 7.7 | 7.7 | 0.5 | 3.7 | 3.8 | 4.5 | 7.2 | 7.2 | 4.4 | 10.7 | 10.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 47.9 | 38.9 | 39.3 | 49.5 | 37.3 | 37.5 | 45.2 | 21.6 | 21.8 | 45.2 | 25.1 | 25.5 |
| LnGrp LOS | D | D | D | D | D | D | D | C | C | D | C | C |
| Approach Vol, veh/h | | 737 | | | 355 | | | 1007 | | | 1253 | |
| Approach Delay, s/veh | | 40.3 | | | 38.1 | | | 25.9 | | | 28.1 | |
| Approach LOS | | D | | | D | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 17.1 | 48.9 | 7.2 | 28.0 | 17.1 | 49.0 | 11.7 | 23.6 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 24.0 | 60.0 | 5.0 | 36.0 | 24.0 | 60.0 | 14.0 | 27.0 |
| Max Q Clear Time (g_c+I1), s | 12.1 | 19.3 | 3.2 | 19.3 | 12.0 | 27.3 | 7.1 | 10.5 |
| Green Ext Time (p_c), s | 0.1 | 12.9 | 0.0 | 3.7 | 0.1 | 16.6 | 0.0 | 1.7 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 31.2 |
| HCM 6th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1073 | 290 | 221 | 1939 | 0 | 329 | 1 | 201 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 1073 | 290 | 221 | 1939 | 0 | 329 | 1 | 201 | 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 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1826 | 1885 | 1885 | 1885 | 1885 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 0 | 1129 | 305 | 233 | 2041 | 0 | 346 | 1 | 212 | 0 | 0 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 5 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 2 | 1782 | 820 | 258 | 2499 | 0 | 387 | 2 | 356 | 2 | 2 | 0 |
| Arrive On Green | 0.00 | 0.51 | 0.51 | 0.14 | 0.70 | 0.00 | 0.21 | 0.22 | 0.21 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1810 | 3469 | 1596 | 1795 | 3676 | 0 | 1810 | 8 | 1604 | 1810 | 1900 | 0 |
| Grp Volume(v), veh/h | 0 | 1129 | 305 | 233 | 2041 | 0 | 346 | 0 | 213 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1735 | 1596 | 1795 | 1791 | 0 | 1810 | 0 | 1611 | 1810 | 1900 | 0 |
| Q Serve(g_s), s | 0.0 | 23.3 | 11.4 | 12.7 | 39.8 | 0.0 | 18.5 | 0.0 | 11.9 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 23.3 | 11.4 | 12.7 | 39.8 | 0.0 | 18.5 | 0.0 | 11.9 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 2 | 1782 | 820 | 258 | 2499 | 0 | 387 | 0 | 358 | 2 | 2 | 0 |
| V/C Ratio(X) | 0.00 | 0.63 | 0.37 | 0.90 | 0.82 | 0.00 | 0.89 | 0.00 | 0.60 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 82 | 2007 | 923 | 379 | 2667 | 0 | 441 | 0 | 405 | 637 | 654 | 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 | 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 | 0.0 | 17.4 | 14.5 | 41.9 | 10.6 | 0.0 | 38.0 | 0.0 | 35.1 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.7 | 0.4 | 14.2 | 2.1 | 0.0 | 17.4 | 0.0 | 0.9 | 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 | 9.0 | 4.1 | 6.6 | 13.7 | 0.0 | 9.9 | 0.0 | 4.7 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 18.1 | 14.9 | 56.0 | 12.7 | 0.0 | 55.4 | 0.0 | 36.1 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | A | B | B | E | B | A | E | A | D | A | A | A |
| Approach Vol, veh/h | | 1434 | | | 2274 | | | 559 | | | 0 | |
| Approach Delay, s/veh | | 17.4 | | | 17.1 | | | 48.0 | | | 0.0 | |
| Approach LOS | | B | | | B | | | D | | | | |

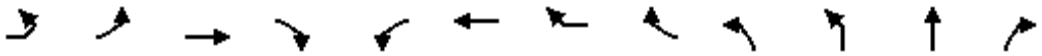
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 18.3 | 55.0 | | 0.0 | 0.0 | 73.3 | | 26.1 | | | | |
| Change Period (Y+Rc), s | 3.5 | 6.0 | | * 4.2 | 3.5 | 6.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | 21.5 | 55.5 | | * 34 | 5.0 | 72.0 | | 24.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 14.7 | 25.3 | | 0.0 | 0.0 | 41.8 | | 20.5 | | | | |
| Green Ext Time (p_c), s | 0.1 | 16.1 | | 0.0 | 0.0 | 25.5 | | 0.6 | | | | |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 21.3 |
| HCM 6th LOS | C |

**Notes**

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



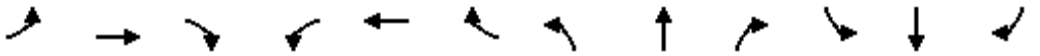
| Movement | EBL2 | EBL | EBT | EBR | WBL | WBT | WBR | WBR2 | NBL2 | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 2 | 18 | 54 | 41 | 29 | 93 | 41 | 6 | 7 | 450 | 161 | 5 |
| Future Volume (vph) | 2 | 18 | 54 | 41 | 29 | 93 | 41 | 6 | 7 | 450 | 161 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.0 | | | 4.0 | | | | 4.0 | 4.0 | |
| Lane Util. Factor | | | 1.00 | | | 1.00 | | | | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.99 | | | 0.99 | | | | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | 1.00 | | | | 1.00 | 1.00 | |
| Frt | | | 0.95 | | | 0.96 | | | | 1.00 | 1.00 | |
| Flt Protected | | | 0.99 | | | 0.99 | | | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 1727 | | | 1738 | | | | 1770 | 3556 | |
| Flt Permitted | | | 0.87 | | | 0.91 | | | | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 1509 | | | 1590 | | | | 1770 | 3556 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 2 | 19 | 57 | 43 | 31 | 98 | 43 | 6 | 7 | 474 | 169 | 5 |
| RTOR Reduction (vph) | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 108 | 0 | 0 | 177 | 0 | 0 | 0 | 481 | 173 | 0 |
| Confl. Peds. (#/hr) | 2 | 5 | | 4 | 4 | | 2 | 5 | 9 | 2 | | 6 |
| Confl. Bikes (#/hr) | | | | 1 | | | | | | | | 4 |
| Heavy Vehicles (%) | 0% | 0% | 6% | 0% | 14% | 0% | 0% | 17% | 0% | 2% | 1% | 0% |
| Turn Type | Perm | Perm | NA | | Perm | NA | | | Split | Split | NA | |
| Protected Phases | | | 4 | | | 4 | | | 2 | 2 | 2 | |
| Permitted Phases | 4 | 4 | | | 4 | | | | | | | |
| Actuated Green, G (s) | | | 18.1 | | | 18.1 | | | | 39.5 | 39.5 | |
| Effective Green, g (s) | | | 19.2 | | | 19.2 | | | | 41.1 | 41.1 | |
| Actuated g/C Ratio | | | 0.15 | | | 0.15 | | | | 0.33 | 0.33 | |
| Clearance Time (s) | | | 5.1 | | | 5.1 | | | | 5.6 | 5.6 | |
| Vehicle Extension (s) | | | 2.0 | | | 2.0 | | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 233 | | | 246 | | | | 587 | 1179 | |
| v/s Ratio Prot | | | | | | | | | | c0.27 | 0.05 | |
| v/s Ratio Perm | | | 0.07 | | | c0.11 | | | | | | |
| v/c Ratio | | | 0.46 | | | 0.72 | | | | 0.82 | 0.15 | |
| Uniform Delay, d1 | | | 47.7 | | | 49.8 | | | | 38.0 | 29.1 | |
| Progression Factor | | | 1.00 | | | 1.00 | | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 0.5 | | | 8.5 | | | | 8.7 | 0.1 | |
| Delay (s) | | | 48.2 | | | 58.3 | | | | 46.7 | 29.1 | |
| Level of Service | | | D | | | E | | | | D | C | |
| Approach Delay (s) | | | 48.2 | | | 58.3 | | | | | 42.1 | |
| Approach LOS | | | D | | | E | | | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 48.6 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.76 | | |
| Actuated Cycle Length (s) | 123.9 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 83.4% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | SBL | SBT | SBR | SBR2 | SEL2 | SEL | SER |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 3 | 258 | 28 | 2 | 1 | 44 | 164 |
| Future Volume (vph) | 3 | 258 | 28 | 2 | 1 | 44 | 164 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | | | 1.00 | 1.00 |
| Frpb, ped/bikes | | 1.00 | | | | 1.00 | 0.98 |
| Flpb, ped/bikes | | 1.00 | | | | 1.00 | 1.00 |
| Frt | | 0.99 | | | | 1.00 | 0.85 |
| Flt Protected | | 1.00 | | | | 0.95 | 1.00 |
| Satd. Flow (prot) | | 1857 | | | | 1770 | 1498 |
| Flt Permitted | | 1.00 | | | | 0.95 | 1.00 |
| Satd. Flow (perm) | | 1857 | | | | 1770 | 1498 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 3 | 272 | 29 | 2 | 1 | 46 | 173 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 306 | 0 | 0 | 0 | 47 | 173 |
| Confl. Peds. (#/hr) | 6 | | 9 | 2 | 5 | 6 | 4 |
| Confl. Bikes (#/hr) | | | | | | | |
| Heavy Vehicles (%) | 14% | 0% | 3% | 0% | 0% | 2% | 6% |
| Turn Type | Split | NA | | | Prot | Prot | Perm |
| Protected Phases | 3 | 3 | | | 1 | 1 | |
| Permitted Phases | | | | | | | 1 |
| Actuated Green, G (s) | | 24.6 | | | | 19.8 | 19.8 |
| Effective Green, g (s) | | 26.2 | | | | 21.4 | 21.4 |
| Actuated g/C Ratio | | 0.21 | | | | 0.17 | 0.17 |
| Clearance Time (s) | | 5.6 | | | | 5.6 | 5.6 |
| Vehicle Extension (s) | | 2.0 | | | | 2.0 | 2.0 |
| Lane Grp Cap (vph) | | 392 | | | | 305 | 258 |
| v/s Ratio Prot | | c0.16 | | | | 0.03 | |
| v/s Ratio Perm | | | | | | | c0.12 |
| v/c Ratio | | 0.78 | | | | 0.15 | 0.67 |
| Uniform Delay, d1 | | 46.1 | | | | 43.6 | 48.0 |
| Progression Factor | | 1.00 | | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | 9.0 | | | | 0.1 | 5.3 |
| Delay (s) | | 55.1 | | | | 43.6 | 53.2 |
| Level of Service | | E | | | | D | D |
| Approach Delay (s) | | 55.1 | | | | 51.2 | |
| Approach LOS | | E | | | | D | |

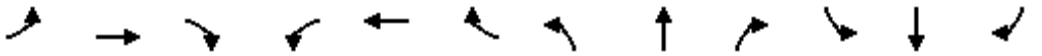
Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 32 | 202 | 77 | 77 | 268 | 118 | 76 | 637 | 70 | 59 | 598 | 29 |
| Future Volume (veh/h) | 32 | 202 | 77 | 77 | 268 | 118 | 76 | 637 | 70 | 59 | 598 | 29 |
| 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 | | 0.97 | 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 | 1900 | 1870 | 1856 | 1900 | 1885 | 1885 | 1885 | 1870 | 1885 | 1870 | 1841 | 1841 |
| Adj Flow Rate, veh/h | 34 | 213 | 81 | 81 | 282 | 124 | 80 | 671 | 74 | 62 | 629 | 31 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 2 | 3 | 0 | 1 | 1 | 1 | 2 | 1 | 2 | 4 | 4 |
| Cap, veh/h | 37 | 369 | 303 | 88 | 546 | 233 | 86 | 790 | 666 | 63 | 2011 | 99 |
| Arrive On Green | 0.02 | 0.20 | 0.20 | 0.05 | 0.23 | 0.20 | 0.05 | 0.42 | 0.43 | 0.04 | 0.41 | 0.39 |
| Sat Flow, veh/h | 1810 | 1870 | 1538 | 1810 | 2426 | 1036 | 1795 | 1870 | 1549 | 1781 | 4902 | 240 |
| Grp Volume(v), veh/h | 34 | 213 | 81 | 81 | 206 | 200 | 80 | 671 | 74 | 62 | 429 | 231 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1870 | 1538 | 1810 | 1791 | 1671 | 1795 | 1870 | 1549 | 1781 | 1675 | 1792 |
| Q Serve(g_s), s | 1.0 | 5.6 | 2.4 | 2.4 | 5.4 | 5.7 | 2.4 | 17.4 | 1.5 | 1.9 | 4.7 | 4.7 |
| Cycle Q Clear(g_c), s | 1.0 | 5.6 | 2.4 | 2.4 | 5.4 | 5.7 | 2.4 | 17.4 | 1.5 | 1.9 | 4.7 | 4.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.62 | 1.00 | | 1.00 | 1.00 | | 0.13 |
| Lane Grp Cap(c), veh/h | 37 | 369 | 303 | 88 | 403 | 376 | 86 | 790 | 666 | 63 | 1374 | 735 |
| V/C Ratio(X) | 0.92 | 0.58 | 0.27 | 0.93 | 0.51 | 0.53 | 0.93 | 0.85 | 0.11 | 0.98 | 0.31 | 0.31 |
| Avail Cap(c_a), veh/h | 235 | 1047 | 861 | 436 | 1201 | 1121 | 433 | 2496 | 2078 | 363 | 4346 | 2325 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 26.4 | 19.6 | 18.4 | 25.6 | 18.3 | 18.8 | 25.6 | 14.0 | 9.2 | 26.0 | 10.8 | 10.8 |
| Incr Delay (d2), s/veh | 26.7 | 0.5 | 0.2 | 14.3 | 0.4 | 0.4 | 15.2 | 1.0 | 0.0 | 27.0 | 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 | 0.7 | 2.3 | 0.8 | 1.3 | 2.1 | 2.1 | 1.3 | 6.3 | 0.4 | 1.2 | 1.5 | 1.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 53.1 | 20.2 | 18.5 | 39.9 | 18.7 | 19.2 | 40.8 | 15.0 | 9.2 | 53.0 | 10.8 | 10.9 |
| LnGrp LOS | D | C | B | D | B | B | D | B | A | D | B | B |
| Approach Vol, veh/h | | 328 | | | 487 | | | 825 | | | 722 | |
| Approach Delay, s/veh | | 23.2 | | | 22.4 | | | 17.0 | | | 14.5 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 5.1 | 16.1 | 5.9 | 26.8 | 6.6 | 14.6 | 6.6 | 26.1 |
| Change Period (Y+Rc), s | 3.5 | 5.3 | 3.5 | 4.9 | 3.5 | 5.3 | 3.5 | 4.9 |
| Max Green Setting (Gmax), s | 7.5 | 34.9 | 11.5 | 71.1 | 13.5 | 28.9 | 13.5 | 69.1 |
| Max Q Clear Time (g_c+I1), s | 3.0 | 7.7 | 3.9 | 19.4 | 4.4 | 7.6 | 4.4 | 6.7 |
| Green Ext Time (p_c), s | 0.0 | 1.2 | 0.0 | 2.5 | 0.0 | 0.6 | 0.0 | 2.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 18.2 |
| HCM 6th LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 109 | 453 | 195 | 72 | 191 | 62 | 114 | 403 | 71 | 162 | 443 | 49 |
| Future Volume (veh/h) | 109 | 453 | 195 | 72 | 191 | 62 | 114 | 403 | 71 | 162 | 443 | 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 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 0.99 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1826 | 1841 | 1841 | 1870 | 1856 | 1856 | 1811 | 1856 | 1841 | 1900 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 115 | 477 | 205 | 76 | 201 | 65 | 120 | 424 | 75 | 171 | 466 | 52 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 5 | 4 | 4 | 2 | 3 | 3 | 6 | 3 | 4 | 0 | 1 | 1 |
| Cap, veh/h | 136 | 692 | 295 | 86 | 685 | 215 | 365 | 1112 | 490 | 204 | 704 | 78 |
| Arrive On Green | 0.08 | 0.29 | 0.27 | 0.05 | 0.26 | 0.24 | 0.21 | 0.32 | 0.32 | 0.11 | 0.22 | 0.20 |
| Sat Flow, veh/h | 1739 | 2383 | 1017 | 1781 | 2629 | 823 | 1725 | 3526 | 1553 | 1810 | 3247 | 361 |
| Grp Volume(v), veh/h | 115 | 349 | 333 | 76 | 133 | 133 | 120 | 424 | 75 | 171 | 256 | 262 |
| Grp Sat Flow(s),veh/h/ln | 1739 | 1749 | 1652 | 1781 | 1763 | 1690 | 1725 | 1763 | 1553 | 1810 | 1791 | 1817 |
| Q Serve(g_s), s | 4.5 | 12.1 | 12.4 | 2.9 | 4.1 | 4.4 | 4.0 | 6.4 | 2.4 | 6.4 | 9.0 | 9.1 |
| Cycle Q Clear(g_c), s | 4.5 | 12.1 | 12.4 | 2.9 | 4.1 | 4.4 | 4.0 | 6.4 | 2.4 | 6.4 | 9.0 | 9.1 |
| Prop In Lane | 1.00 | | 0.62 | 1.00 | | 0.49 | 1.00 | | 1.00 | 1.00 | | 0.20 |
| Lane Grp Cap(c), veh/h | 136 | 508 | 479 | 86 | 460 | 440 | 365 | 1112 | 490 | 204 | 388 | 394 |
| V/C Ratio(X) | 0.85 | 0.69 | 0.69 | 0.88 | 0.29 | 0.30 | 0.33 | 0.38 | 0.15 | 0.84 | 0.66 | 0.67 |
| Avail Cap(c_a), veh/h | 482 | 1020 | 963 | 363 | 899 | 862 | 503 | 1722 | 758 | 633 | 979 | 993 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.2 | 21.6 | 22.1 | 32.4 | 20.3 | 20.7 | 22.9 | 18.3 | 16.9 | 29.8 | 24.6 | 24.7 |
| Incr Delay (d2), s/veh | 5.5 | 0.6 | 0.7 | 10.3 | 0.1 | 0.1 | 0.2 | 0.1 | 0.1 | 3.5 | 0.7 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.0 | 4.7 | 4.6 | 1.5 | 1.6 | 1.7 | 1.6 | 2.5 | 0.8 | 2.8 | 3.7 | 3.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 36.7 | 22.2 | 22.8 | 42.8 | 20.4 | 20.8 | 23.1 | 18.3 | 16.9 | 33.4 | 25.3 | 25.4 |
| LnGrp LOS | D | C | C | D | C | C | C | B | B | C | C | C |
| Approach Vol, veh/h | | 797 | | | 342 | | | 619 | | | 689 | |
| Approach Delay, s/veh | | 24.5 | | | 25.5 | | | 19.1 | | | 27.3 | |
| Approach LOS | | C | | | C | | | B | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.7 | 25.6 | 7.3 | 23.9 | 18.5 | 18.9 | 9.4 | 21.9 |
| Change Period (Y+Rc), s | 3.5 | 5.0 | 3.5 | 5.5 | 3.5 | 5.0 | 3.5 | 5.5 |
| Max Green Setting (Gmax), s | 24.5 | 32.5 | 14.5 | 38.5 | 20.5 | 36.5 | 19.5 | 33.5 |
| Max Q Clear Time (g_c+I1), s | 8.4 | 8.4 | 4.9 | 14.4 | 6.0 | 11.1 | 6.5 | 6.4 |
| Green Ext Time (p_c), s | 0.2 | 2.0 | 0.0 | 2.9 | 0.1 | 2.1 | 0.1 | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 24.1 |
| HCM 6th LOS | C |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 11.1 |
| Intersection LOS | B |

| Movement | EBU | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 0 | 188 | 108 | 131 | 217 | 113 | 93 |
| Future Vol, veh/h | 0 | 188 | 108 | 131 | 217 | 113 | 93 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 0 | 3 | 2 | 5 | 3 | 2 | 1 |
| Mvmt Flow | 0 | 198 | 114 | 138 | 228 | 119 | 98 |
| Number of Lanes | 0 | 1 | 0 | 1 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 2 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 2 |
| HCM Control Delay | 11.5 | 10.9 | 10.9 |
| HCM LOS | B | B | B |

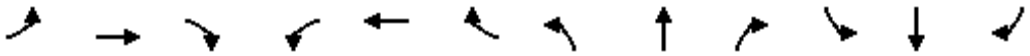
| Lane | NBLn1 | EBLn1 | WBLn1 | WBLn2 |
|---|---|---|---|---|
| Vol Left, % | 55% | 0% | 100% | 0% |
| Vol Thru, % | 0% | 64% | 0% | 100% |
| Vol Right, % | 45% | 36% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 206 | 296 | 131 | 217 |
| LT Vol | 113 | 0 | 131 | 0 |
| Through Vol | 0 | 188 | 0 | 217 |
| RT Vol | 93 | 108 | 0 | 0 |
| Lane Flow Rate | 217 | 312 | 138 | 228 |
| Geometry Grp | 2 | 5 | 7 | 7 |
| Degree of Util (X) | 0.32 | 0.42 | 0.228 | 0.344 |
| Departure Headway (Hd) | 5.313 | 4.857 | 5.959 | 5.42 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 670 | 732 | 597 | 658 |
| Service Time | 3.402 | 2.942 | 3.75 | 3.21 |
| HCM Lane V/C Ratio | 0.324 | 0.426 | 0.231 | 0.347 |
| HCM Control Delay | 10.9 | 11.5 | 10.5 | 11.1 |
| HCM Lane LOS | B | B | B | B |
| HCM 95th-tile Q | 1.4 | 2.1 | 0.9 | 1.5 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 31.4 |
| Intersection LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 28 | 218 | 69 | 58 | 240 | 49 | 114 | 51 | 78 | 38 | 318 | 35 |
| Future Vol, veh/h | 28 | 218 | 69 | 58 | 240 | 49 | 114 | 51 | 78 | 38 | 318 | 35 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 4 | 3 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 2 | 0 |
| Mvmt Flow | 29 | 229 | 73 | 61 | 253 | 52 | 120 | 54 | 82 | 40 | 335 | 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 | 27.6 | 31.8 | 21.1 | 40.4 |
| HCM LOS | D | D | C | E |

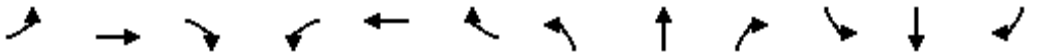
| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 47% | 9% | 17% | 10% |
| Vol Thru, % | 21% | 69% | 69% | 81% |
| Vol Right, % | 32% | 22% | 14% | 9% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 243 | 315 | 347 | 391 |
| LT Vol | 114 | 28 | 58 | 38 |
| Through Vol | 51 | 218 | 240 | 318 |
| RT Vol | 78 | 69 | 49 | 35 |
| Lane Flow Rate | 256 | 332 | 365 | 412 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.567 | 0.709 | 0.769 | 0.852 |
| Departure Headway (Hd) | 7.976 | 7.697 | 7.579 | 7.451 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 450 | 468 | 475 | 486 |
| Service Time | 6.057 | 5.773 | 5.652 | 5.519 |
| HCM Lane V/C Ratio | 0.569 | 0.709 | 0.768 | 0.848 |
| HCM Control Delay | 21.1 | 27.6 | 31.8 | 40.4 |
| HCM Lane LOS | C | D | D | E |
| HCM 95th-tile Q | 3.4 | 5.5 | 6.7 | 8.7 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 55 | 316 | 97 | 60 | 266 | 64 | 61 | 171 | 32 | 58 | 245 | 91 |
| Future Volume (veh/h) | 55 | 316 | 97 | 60 | 266 | 64 | 61 | 171 | 32 | 58 | 245 | 91 |
| 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 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1900 | 1870 | 1870 | 1870 | 1885 | 1885 | 1870 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 58 | 333 | 102 | 63 | 280 | 67 | 64 | 180 | 34 | 61 | 258 | 96 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 0 | 2 | 2 | 2 | 1 | 1 | 2 | 3 | 3 |
| Cap, veh/h | 138 | 706 | 213 | 146 | 759 | 178 | 145 | 719 | 133 | 141 | 599 | 217 |
| Arrive On Green | 0.08 | 0.26 | 0.24 | 0.08 | 0.27 | 0.25 | 0.08 | 0.24 | 0.22 | 0.08 | 0.24 | 0.24 |
| Sat Flow, veh/h | 1781 | 2681 | 807 | 1810 | 2847 | 669 | 1781 | 3014 | 558 | 1781 | 2531 | 917 |
| Grp Volume(v), veh/h | 58 | 219 | 216 | 63 | 173 | 174 | 64 | 105 | 109 | 61 | 178 | 176 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1711 | 1810 | 1777 | 1739 | 1781 | 1791 | 1781 | 1781 | 1763 | 1685 |
| Q Serve(g_s), s | 1.5 | 4.9 | 5.1 | 1.6 | 3.7 | 3.9 | 1.6 | 2.3 | 2.4 | 1.5 | 4.0 | 4.2 |
| Cycle Q Clear(g_c), s | 1.5 | 4.9 | 5.1 | 1.6 | 3.7 | 3.9 | 1.6 | 2.3 | 2.4 | 1.5 | 4.0 | 4.2 |
| Prop In Lane | 1.00 | | 0.47 | 1.00 | | 0.38 | 1.00 | | 0.31 | 1.00 | | 0.54 |
| Lane Grp Cap(c), veh/h | 138 | 468 | 451 | 146 | 474 | 463 | 145 | 427 | 425 | 141 | 417 | 399 |
| V/C Ratio(X) | 0.42 | 0.47 | 0.48 | 0.43 | 0.36 | 0.38 | 0.44 | 0.25 | 0.26 | 0.43 | 0.43 | 0.44 |
| Avail Cap(c_a), veh/h | 753 | 1764 | 1699 | 803 | 1802 | 1763 | 828 | 1702 | 1693 | 790 | 1638 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.8 | 14.6 | 14.9 | 20.7 | 14.1 | 14.3 | 20.7 | 14.6 | 14.7 | 20.8 | 15.3 | 15.4 |
| Incr Delay (d2), s/veh | 0.8 | 1.0 | 1.1 | 0.7 | 0.7 | 0.7 | 0.8 | 0.4 | 0.4 | 0.8 | 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 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 1.8 | 1.8 | 0.6 | 1.4 | 1.4 | 0.6 | 0.9 | 0.9 | 0.6 | 1.5 | 1.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 21.6 | 15.7 | 16.0 | 21.5 | 14.8 | 15.0 | 21.5 | 15.0 | 15.2 | 21.5 | 16.3 | 16.5 |
| LnGrp LOS | C | B | B | C | B | B | C | B | B | C | B | B |
| Approach Vol, veh/h | | 493 | | | 410 | | | 278 | | | 415 | |
| Approach Delay, s/veh | | 16.5 | | | 15.9 | | | 16.6 | | | 17.2 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.8 | 15.3 | 7.8 | 16.5 | 7.8 | 15.2 | 7.7 | 16.6 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 20.0 | 44.0 | 20.0 | 46.0 | 21.0 | 43.0 | 19.0 | 47.0 |
| Max Q Clear Time (g_c+I1), s | 3.5 | 4.4 | 3.6 | 7.1 | 3.6 | 6.2 | 3.5 | 5.9 |
| Green Ext Time (p_c), s | 0.0 | 1.9 | 0.0 | 4.2 | 0.0 | 3.3 | 0.0 | 3.3 |

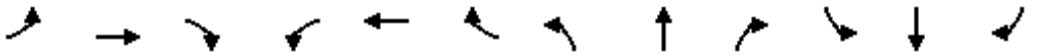
| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 16.5 |
| HCM 6th LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 12 | 38 | 15 | 26 | 66 | 10 | 44 | 224 | 58 | 21 | 310 | 63 |
| Future Volume (veh/h) | 12 | 38 | 15 | 26 | 66 | 10 | 44 | 224 | 58 | 21 | 310 | 63 |
| 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 | 0.98 | | 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 | 1856 | 1841 | 1841 | 1870 | 1900 | 1900 | 1900 | 1885 | 1900 | 1737 | 1870 | 1900 |
| Adj Flow Rate, veh/h | 13 | 40 | 16 | 27 | 69 | 11 | 46 | 236 | 61 | 22 | 326 | 66 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 3 | 4 | 4 | 2 | 0 | 0 | 0 | 1 | 0 | 11 | 2 | 0 |
| Cap, veh/h | 104 | 101 | 40 | 119 | 130 | 21 | 889 | 1622 | 1384 | 897 | 1609 | 1384 |
| Arrive On Green | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Sat Flow, veh/h | 1295 | 1240 | 496 | 1323 | 1595 | 254 | 1007 | 1885 | 1608 | 1004 | 1870 | 1608 |
| Grp Volume(v), veh/h | 13 | 0 | 56 | 27 | 0 | 80 | 46 | 236 | 61 | 22 | 326 | 66 |
| Grp Sat Flow(s),veh/h/ln | 1295 | 0 | 1736 | 1323 | 0 | 1850 | 1007 | 1885 | 1608 | 1004 | 1870 | 1608 |
| Q Serve(g_s), s | 1.3 | 0.0 | 4.2 | 2.7 | 0.0 | 5.7 | 1.1 | 2.7 | 0.8 | 0.5 | 4.0 | 0.8 |
| Cycle Q Clear(g_c), s | 7.0 | 0.0 | 4.2 | 6.9 | 0.0 | 5.7 | 5.2 | 2.7 | 0.8 | 3.2 | 4.0 | 0.8 |
| Prop In Lane | 1.00 | | 0.29 | 1.00 | | 0.14 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 104 | 0 | 141 | 119 | 0 | 150 | 889 | 1622 | 1384 | 897 | 1609 | 1384 |
| V/C Ratio(X) | 0.13 | 0.00 | 0.40 | 0.23 | 0.00 | 0.53 | 0.05 | 0.15 | 0.04 | 0.02 | 0.20 | 0.05 |
| Avail Cap(c_a), veh/h | 414 | 0 | 557 | 436 | 0 | 593 | 889 | 1622 | 1384 | 897 | 1609 | 1384 |
| 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 | 63.9 | 0.0 | 59.9 | 63.1 | 0.0 | 60.5 | 2.1 | 1.5 | 1.4 | 1.8 | 1.6 | 1.4 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 1.8 | 0.9 | 0.0 | 2.9 | 0.1 | 0.2 | 0.1 | 0.1 | 0.3 | 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 | 0.5 | 0.0 | 1.9 | 0.9 | 0.0 | 2.8 | 0.2 | 0.7 | 0.2 | 0.1 | 1.1 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 64.4 | 0.0 | 61.7 | 64.0 | 0.0 | 63.4 | 2.2 | 1.7 | 1.4 | 1.8 | 1.9 | 1.5 |
| LnGrp LOS | E | A | E | E | A | E | A | A | A | A | A | A |
| Approach Vol, veh/h | | 69 | | | 107 | | | 343 | | | 414 | |
| Approach Delay, s/veh | | 62.2 | | | 63.6 | | | 1.7 | | | 1.8 | |
| Approach LOS | | E | | | E | | | A | | | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 122.0 | | 15.1 | | 122.0 | | 15.1 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 117.5 | | 43.5 | | 117.5 | | 43.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 7.2 | | 9.0 | | 6.0 | | 8.9 | | | | |
| Green Ext Time (p_c), s | | 1.9 | | 0.3 | | 2.5 | | 0.5 | | | | |

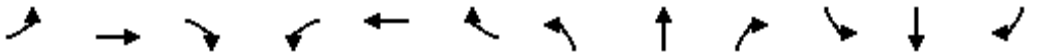
| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 13.3 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 53 | 86 | 65 | 108 | 121 | 66 | 85 | 1202 | 130 | 53 | 624 | 75 |
| Future Volume (veh/h) | 53 | 86 | 65 | 108 | 121 | 66 | 85 | 1202 | 130 | 53 | 624 | 75 |
| 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 | 1900 | 1826 | 1870 | 1841 | 1856 | 1870 | 1900 | 1885 | 1885 | 1870 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 56 | 91 | 68 | 114 | 127 | 69 | 89 | 1265 | 137 | 56 | 657 | 79 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 5 | 2 | 4 | 3 | 2 | 0 | 1 | 1 | 2 | 5 | 5 |
| Cap, veh/h | 160 | 161 | 140 | 203 | 215 | 181 | 135 | 1819 | 196 | 96 | 1676 | 201 |
| Arrive On Green | 0.09 | 0.09 | 0.09 | 0.12 | 0.12 | 0.12 | 0.07 | 0.56 | 0.53 | 0.05 | 0.54 | 0.51 |
| Sat Flow, veh/h | 1810 | 1826 | 1585 | 1753 | 1856 | 1563 | 1810 | 3261 | 352 | 1781 | 3119 | 375 |
| Grp Volume(v), veh/h | 56 | 91 | 68 | 114 | 127 | 69 | 89 | 693 | 709 | 56 | 365 | 371 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1826 | 1585 | 1753 | 1856 | 1563 | 1810 | 1791 | 1822 | 1781 | 1735 | 1758 |
| Q Serve(g_s), s | 2.5 | 4.2 | 3.6 | 5.4 | 5.7 | 3.6 | 4.2 | 24.3 | 24.7 | 2.7 | 10.7 | 10.9 |
| Cycle Q Clear(g_c), s | 2.5 | 4.2 | 3.6 | 5.4 | 5.7 | 3.6 | 4.2 | 24.3 | 24.7 | 2.7 | 10.7 | 10.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.19 | 1.00 | | 0.21 |
| Lane Grp Cap(c), veh/h | 160 | 161 | 140 | 203 | 215 | 181 | 135 | 999 | 1016 | 96 | 932 | 945 |
| V/C Ratio(X) | 0.35 | 0.57 | 0.49 | 0.56 | 0.59 | 0.38 | 0.66 | 0.69 | 0.70 | 0.58 | 0.39 | 0.39 |
| Avail Cap(c_a), veh/h | 457 | 462 | 401 | 423 | 448 | 377 | 353 | 1832 | 1863 | 205 | 1635 | 1657 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 37.3 | 38.1 | 37.8 | 36.4 | 36.5 | 35.6 | 39.2 | 13.9 | 14.1 | 40.2 | 11.8 | 12.0 |
| Incr Delay (d2), s/veh | 1.0 | 2.3 | 1.9 | 3.4 | 3.6 | 1.9 | 2.0 | 1.1 | 1.1 | 2.0 | 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 | 1.2 | 1.9 | 1.4 | 2.4 | 2.7 | 1.4 | 1.9 | 9.1 | 9.5 | 1.2 | 3.9 | 4.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 38.3 | 40.4 | 39.7 | 39.8 | 40.1 | 37.4 | 41.2 | 14.9 | 15.2 | 42.2 | 12.1 | 12.3 |
| LnGrp LOS | D | D | D | D | D | D | D | B | B | D | B | B |
| Approach Vol, veh/h | | 215 | | | 310 | | | 1491 | | | 792 | |
| Approach Delay, s/veh | | 39.6 | | | 39.4 | | | 16.6 | | | 14.3 | |
| Approach LOS | | D | | | D | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.7 | 52.6 | | 11.7 | 10.5 | 50.8 | | 14.1 | | | | |
| Change Period (Y+Rc), s | 5.0 | 6.5 | | 5.0 | 5.0 | 6.5 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | 9.0 | 86.5 | | 21.0 | 16.0 | 79.5 | | 20.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 4.7 | 26.7 | | 6.2 | 6.2 | 12.9 | | 7.7 | | | | |
| Green Ext Time (p_c), s | 0.0 | 19.4 | | 0.5 | 0.0 | 6.9 | | 1.4 | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 20.3 | |
| HCM 6th LOS | | C | |



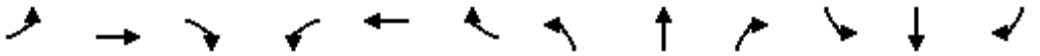
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 112 | 1 | 78 | 4 | 0 | 0 | 66 | 1382 | 0 | 5 | 719 | 61 |
| Future Volume (veh/h) | 112 | 1 | 78 | 4 | 0 | 0 | 66 | 1382 | 0 | 5 | 719 | 61 |
| 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 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1885 | 1885 | 1900 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 118 | 1 | 82 | 4 | 0 | 0 | 69 | 1455 | 0 | 5 | 757 | 64 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 5 |
| Cap, veh/h | 171 | 2 | 167 | 4 | 21 | 0 | 89 | 2356 | 0 | 3 | 1988 | 168 |
| Arrive On Green | 0.10 | 0.10 | 0.09 | 0.00 | 0.00 | 0.00 | 0.05 | 0.66 | 0.00 | 0.00 | 0.61 | 0.58 |
| Sat Flow, veh/h | 1781 | 19 | 1594 | 1810 | 1900 | 0 | 1810 | 3676 | 0 | 1810 | 3238 | 274 |
| Grp Volume(v), veh/h | 118 | 0 | 83 | 4 | 0 | 0 | 69 | 1455 | 0 | 5 | 405 | 416 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1613 | 1810 | 1900 | 0 | 1810 | 1791 | 0 | 1810 | 1735 | 1777 |
| Q Serve(g_s), s | 4.4 | 0.0 | 3.4 | 0.1 | 0.0 | 0.0 | 2.6 | 16.0 | 0.0 | 0.1 | 8.0 | 8.1 |
| Cycle Q Clear(g_c), s | 4.4 | 0.0 | 3.4 | 0.1 | 0.0 | 0.0 | 2.6 | 16.0 | 0.0 | 0.1 | 8.0 | 8.1 |
| Prop In Lane | 1.00 | | 0.99 | 1.00 | | 0.00 | 1.00 | | 0.00 | 1.00 | | 0.15 |
| Lane Grp Cap(c), veh/h | 171 | 0 | 169 | 4 | 21 | 0 | 89 | 2356 | 0 | 3 | 1065 | 1091 |
| V/C Ratio(X) | 0.69 | 0.00 | 0.49 | 1.09 | 0.00 | 0.00 | 0.78 | 0.62 | 0.00 | 1.89 | 0.38 | 0.38 |
| Avail Cap(c_a), veh/h | 457 | 0 | 1018 | 151 | 871 | 0 | 313 | 3740 | 0 | 98 | 1613 | 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 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.9 | 0.0 | 29.5 | 34.1 | 0.0 | 0.0 | 32.1 | 6.7 | 0.0 | 34.1 | 6.6 | 6.7 |
| Incr Delay (d2), s/veh | 1.9 | 0.0 | 0.8 | 160.8 | 0.0 | 0.0 | 5.3 | 0.4 | 0.0 | 492.6 | 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 | 1.9 | 0.0 | 1.3 | 0.2 | 0.0 | 0.0 | 1.2 | 4.5 | 0.0 | 0.4 | 2.4 | 2.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 31.7 | 0.0 | 30.3 | 194.9 | 0.0 | 0.0 | 37.4 | 7.1 | 0.0 | 526.7 | 7.0 | 7.0 |
| LnGrp LOS | C | A | C | F | A | A | D | A | A | F | A | A |
| Approach Vol, veh/h | | 201 | | | 4 | | | 1524 | | | 826 | |
| Approach Delay, s/veh | | 31.1 | | | 194.9 | | | 8.5 | | | 10.1 | |
| Approach LOS | | C | | | F | | | A | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.1 | 45.9 | 10.6 | 4.8 | 4.1 | 48.9 | 4.1 | 11.2 |
| Change Period (Y+Rc), s | 3.7 | 6.0 | 4.8 | 5.3 | 3.7 | 6.0 | 3.7 | 5.3 |
| Max Green Setting (Gmax), s | 11.8 | 61.5 | 16.7 | 30.0 | 4.0 | 69.3 | 6.0 | 41.8 |
| Max Q Clear Time (g_c+I1), s | 4.6 | 10.1 | 6.4 | 0.0 | 2.1 | 18.0 | 2.1 | 5.4 |
| Green Ext Time (p_c), s | 0.0 | 9.6 | 0.1 | 0.0 | 0.0 | 24.9 | 0.0 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 11.1 |
| HCM 6th LOS | B |

**Notes**

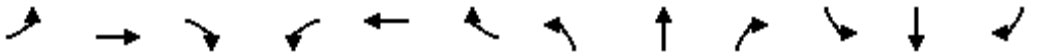
User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 468 | 0 | 126 | 0 | 0 | 0 | 226 | 219 | 0 | 0 | 86 | 267 |
| Future Volume (vph) | 468 | 0 | 126 | 0 | 0 | 0 | 226 | 219 | 0 | 0 | 86 | 267 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.5 | | | | | 4.0 | 4.0 | | | 4.0 | 4.0 |
| Lane Util. Factor | | 0.95 | | | | | 1.00 | 0.95 | | | 0.95 | 1.00 |
| Frt | | 0.97 | | | | | 1.00 | 1.00 | | | 1.00 | 0.85 |
| Flt Protected | | 0.96 | | | | | 0.95 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3308 | | | | | 1787 | 3539 | | | 3374 | 1599 |
| Flt Permitted | | 0.75 | | | | | 0.95 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (perm) | | 2588 | | | | | 1787 | 3539 | | | 3374 | 1599 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 493 | 0 | 133 | 0 | 0 | 0 | 238 | 231 | 0 | 0 | 91 | 281 |
| RTOR Reduction (vph) | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 253 |
| Lane Group Flow (vph) | 0 | 606 | 0 | 0 | 0 | 0 | 238 | 231 | 0 | 0 | 91 | 28 |
| Heavy Vehicles (%) | 1% | 2% | 4% | 2% | 2% | 2% | 1% | 2% | 2% | 2% | 7% | 1% |
| Turn Type | Prot | NA | | | | | Prot | NA | | | NA | Perm |
| Protected Phases | 5 | 2 | | | 6 | | 3 | 8 | | | 4 | |
| Permitted Phases | | | | 6 | | | | | | 4 | | 4 |
| Actuated Green, G (s) | | 92.3 | | | | | 17.8 | 33.6 | | | 11.3 | 11.3 |
| Effective Green, g (s) | | 92.3 | | | | | 18.3 | 36.1 | | | 13.8 | 13.8 |
| Actuated g/C Ratio | | 0.67 | | | | | 0.13 | 0.26 | | | 0.10 | 0.10 |
| Clearance Time (s) | | 4.5 | | | | | 4.5 | 6.5 | | | 6.5 | 6.5 |
| Vehicle Extension (s) | | 3.0 | | | | | 1.5 | 4.0 | | | 4.0 | 4.0 |
| Lane Grp Cap (vph) | | 1744 | | | | | 238 | 933 | | | 340 | 161 |
| v/s Ratio Prot | | | | | | | c0.13 | c0.07 | | | 0.03 | |
| v/s Ratio Perm | | c0.23 | | | | | | | | | | 0.02 |
| v/c Ratio | | 8.08dl | | | | | 1.00 | 0.25 | | | 0.27 | 0.18 |
| Uniform Delay, d1 | | 9.5 | | | | | 59.3 | 39.7 | | | 56.9 | 56.3 |
| Progression Factor | | 1.00 | | | | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | 0.1 | | | | | 58.3 | 0.2 | | | 0.6 | 0.7 |
| Delay (s) | | 9.6 | | | | | 117.6 | 39.9 | | | 57.5 | 57.1 |
| Level of Service | | A | | | | | F | D | | | E | E |
| Approach Delay (s) | | 9.6 | | | 0.0 | | | 79.3 | | | 57.2 | |
| Approach LOS | | A | | | A | | | E | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 44.0 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.44 | | |
| Actuated Cycle Length (s) | 136.9 | Sum of lost time (s) | 14.0 |
| Intersection Capacity Utilization | 52.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 193 | 3 | 97 | 3 | 2 | 0 | 176 | 23 | 0 | 0 | 128 | 4 |
| Future Volume (veh/h) | 193 | 3 | 97 | 3 | 2 | 0 | 176 | 23 | 0 | 0 | 128 | 4 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1781 | 1900 | 1900 | 1900 | 1826 | 1841 | 1841 | 1900 | 1826 | 1870 |
| Adj Flow Rate, veh/h | 203 | 3 | 102 | 3 | 2 | 0 | 185 | 24 | 0 | 0 | 135 | 4 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 8 | 0 | 0 | 0 | 5 | 4 | 4 | 0 | 5 | 2 |
| Cap, veh/h | 345 | 5 | 292 | 3 | 2 | 0 | 305 | 866 | 0 | 5 | 375 | 326 |
| Arrive On Green | 0.19 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.18 | 0.47 | 0.00 | 0.00 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1784 | 26 | 1510 | 1107 | 738 | 0 | 1739 | 1841 | 0 | 1810 | 1826 | 1585 |
| Grp Volume(v), veh/h | 206 | 0 | 102 | 5 | 0 | 0 | 185 | 24 | 0 | 0 | 135 | 4 |
| Grp Sat Flow(s),veh/h/ln | 1811 | 0 | 1510 | 1845 | 0 | 0 | 1739 | 1841 | 0 | 1810 | 1826 | 1585 |
| Q Serve(g_s), s | 3.7 | 0.0 | 2.1 | 0.1 | 0.0 | 0.0 | 3.5 | 0.2 | 0.0 | 0.0 | 2.3 | 0.1 |
| Cycle Q Clear(g_c), s | 3.7 | 0.0 | 2.1 | 0.1 | 0.0 | 0.0 | 3.5 | 0.2 | 0.0 | 0.0 | 2.3 | 0.1 |
| Prop In Lane | 0.99 | | 1.00 | 0.60 | | 0.00 | 1.00 | | 0.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 350 | 0 | 292 | 5 | 0 | 0 | 305 | 866 | 0 | 5 | 375 | 326 |
| V/C Ratio(X) | 0.59 | 0.00 | 0.35 | 0.96 | 0.00 | 0.00 | 0.61 | 0.03 | 0.00 | 0.00 | 0.36 | 0.01 |
| Avail Cap(c_a), veh/h | 1019 | 0 | 850 | 260 | 0 | 0 | 920 | 2005 | 0 | 321 | 1346 | 1169 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 13.0 | 0.0 | 12.4 | 17.8 | 0.0 | 0.0 | 13.5 | 5.0 | 0.0 | 0.0 | 12.1 | 11.2 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 0.3 | 101.7 | 0.0 | 0.0 | 2.0 | 0.0 | 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 | 1.2 | 0.0 | 0.6 | 0.2 | 0.0 | 0.0 | 1.3 | 0.1 | 0.0 | 0.0 | 0.8 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 13.6 | 0.0 | 12.7 | 119.5 | 0.0 | 0.0 | 15.5 | 5.1 | 0.0 | 0.0 | 12.8 | 11.3 |
| LnGrp LOS | B | A | B | F | A | A | B | A | A | A | B | B |
| Approach Vol, veh/h | | 308 | | | 5 | | | 209 | | | 139 | |
| Approach Delay, s/veh | | 13.3 | | | 119.5 | | | 14.3 | | | 12.8 | |
| Approach LOS | | B | | | F | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.4 | 11.3 | | 3.9 | 0.0 | 20.7 | | 10.9 | | | | |
| Change Period (Y+Rc), s | 4.5 | 5.3 | | 3.7 | 4.5 | 5.3 | | 4.9 | | | | |
| Max Green Setting (Gmax), s | 17.5 | 24.9 | | 5.3 | 5.0 | 37.4 | | 19.1 | | | | |
| Max Q Clear Time (g_c+I1), s | 5.5 | 4.3 | | 2.1 | 0.0 | 2.2 | | 5.7 | | | | |
| Green Ext Time (p_c), s | 0.4 | 0.8 | | 0.0 | 0.0 | 0.1 | | 0.6 | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 14.3 | |
| HCM 6th LOS | | B | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 257 | 24 | 62 | 79 | 19 | 92 |
| Future Vol, veh/h | 257 | 24 | 62 | 79 | 19 | 92 |
| Conflicting Peds, #/hr | 0 | 2 | 2 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 200 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 11 | 0 | 5 | 10 | 1 |
| Mvmt Flow | 271 | 25 | 65 | 83 | 20 | 97 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 298 | 0 | 499 | 150 |
| Stage 1 | - | - | - | - | 286 | - |
| Stage 2 | - | - | - | - | 213 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.75 | 6.915 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.95 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.55 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.595 | 3.3095 |
| Pot Cap-1 Maneuver | - | - | 1275 | - | 499 | 873 |
| Stage 1 | - | - | - | - | 718 | - |
| Stage 2 | - | - | - | - | 801 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1273 | - | 473 | 871 |
| Mov Cap-2 Maneuver | - | - | - | - | 473 | - |
| Stage 1 | - | - | - | - | 717 | - |
| Stage 2 | - | - | - | - | 760 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3.5 | 10.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 473 | 871 | - | - | 1273 | - |
| HCM Lane V/C Ratio | 0.042 | 0.111 | - | - | 0.051 | - |
| HCM Control Delay (s) | 12.9 | 9.7 | - | - | 8 | - |
| HCM Lane LOS | B | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.1 | 0.4 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 54.4 |
| Intersection LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 59 | 221 | 177 | 204 | 237 | 15 | 73 | 80 | 129 | 9 | 129 | 61 |
| Future Vol, veh/h | 59 | 221 | 177 | 204 | 237 | 15 | 73 | 80 | 129 | 9 | 129 | 61 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 0 | 2 | 1 | 0 | 1 | 8 | 2 | 3 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 62 | 233 | 186 | 215 | 249 | 16 | 77 | 84 | 136 | 9 | 136 | 64 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 3 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 3 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 3 | 1 | 1 | 1 |
| HCM Control Delay | 64.5 | 84.1 | 14.2 | 19.9 |
| HCM LOS | F | F | B | C |

| Lane | NBLn1 | NBLn2 | NBLn3 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|---|
| Vol Left, % | 100% | 0% | 0% | 13% | 45% | 5% |
| Vol Thru, % | 0% | 100% | 0% | 48% | 52% | 65% |
| Vol Right, % | 0% | 0% | 100% | 39% | 3% | 31% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 73 | 80 | 129 | 457 | 456 | 199 |
| LT Vol | 73 | 0 | 0 | 59 | 204 | 9 |
| Through Vol | 0 | 80 | 0 | 221 | 237 | 129 |
| RT Vol | 0 | 0 | 129 | 177 | 15 | 61 |
| Lane Flow Rate | 77 | 84 | 136 | 481 | 480 | 209 |
| Geometry Grp | 7 | 7 | 7 | 7 | 7 | 7 |
| Degree of Util (X) | 0.194 | 0.202 | 0.298 | 0.983 | 1.05 | 0.49 |
| Departure Headway (Hd) | 9.425 | 8.922 | 8.159 | 7.593 | 7.877 | 8.901 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 383 | 405 | 443 | 481 | 461 | 408 |
| Service Time | 7.125 | 6.622 | 5.859 | 5.293 | 5.623 | 6.601 |
| HCM Lane V/C Ratio | 0.201 | 0.207 | 0.307 | 1 | 1.041 | 0.512 |
| HCM Control Delay | 14.4 | 13.9 | 14.3 | 64.5 | 84.1 | 19.9 |
| HCM Lane LOS | B | B | B | F | F | C |
| HCM 95th-tile Q | 0.7 | 0.7 | 1.2 | 12.7 | 14.9 | 2.6 |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 98 | 38 | 745 | 54 | 19 | 480 |
| Future Volume (veh/h) | 98 | 38 | 745 | 54 | 19 | 480 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1900 | 1841 | 1885 | 1900 | 1870 | 1841 |
| Adj Flow Rate, veh/h | 103 | 40 | 784 | 57 | 20 | 505 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 4 | 1 | 0 | 2 | 4 |
| Cap, veh/h | 145 | 125 | 2734 | 1229 | 88 | 2966 |
| Arrive On Green | 0.08 | 0.08 | 0.76 | 0.76 | 0.05 | 0.85 |
| Sat Flow, veh/h | 1810 | 1560 | 3676 | 1610 | 1781 | 3589 |
| Grp Volume(v), veh/h | 103 | 40 | 784 | 57 | 20 | 505 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1560 | 1791 | 1610 | 1781 | 1749 |
| Q Serve(g_s), s | 6.2 | 2.7 | 7.4 | 1.0 | 1.2 | 2.9 |
| Cycle Q Clear(g_c), s | 6.2 | 2.7 | 7.4 | 1.0 | 1.2 | 2.9 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 145 | 125 | 2734 | 1229 | 88 | 2966 |
| V/C Ratio(X) | 0.71 | 0.32 | 0.29 | 0.05 | 0.23 | 0.17 |
| Avail Cap(c_a), veh/h | 534 | 460 | 2734 | 1229 | 366 | 3513 |
| 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 | 50.2 | 48.6 | 4.0 | 3.3 | 51.2 | 1.5 |
| Incr Delay (d2), s/veh | 6.2 | 1.4 | 0.3 | 0.1 | 1.3 | 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 | 3.1 | 1.1 | 2.3 | 0.3 | 0.6 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 56.4 | 50.0 | 4.3 | 3.3 | 52.5 | 1.5 |
| LnGrp LOS | E | D | A | A | D | A |
| Approach Vol, veh/h | 143 | | 841 | | | 525 |
| Approach Delay, s/veh | 54.6 | | 4.2 | | | 3.5 |
| Approach LOS | D | | A | | | A |

| Timer - Assigned Phs | 1 | 2 | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.5 | 89.4 | | | 98.9 | 13.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 22.5 | 84.9 | | | 111.9 | 32.5 |
| Max Q Clear Time (g_c+I1), s | 3.2 | 9.4 | | | 4.9 | 8.2 |
| Green Ext Time (p_c), s | 0.0 | 7.0 | | | 3.9 | 0.4 |

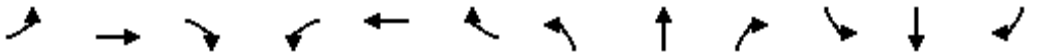
| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 8.7 |
| HCM 6th LOS | A |

| 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 | 3 | 299 | 1 | 45 | 302 | 65 | 12 | 61 | 189 | 114 | 24 | 12 |
| Future Vol, veh/h | 3 | 299 | 1 | 45 | 302 | 65 | 12 | 61 | 189 | 114 | 24 | 12 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 3 | 2 | 6 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 1 | 3 |
| Mvmt Flow | 3 | 315 | 1 | 47 | 318 | 68 | 13 | 64 | 199 | 120 | 25 | 13 |
| 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 | 16.9 | 22.5 | 14.7 | 13.2 |
| HCM LOS | C | C | B | B |

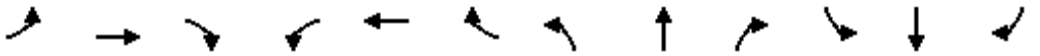
| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 5% | 1% | 11% | 76% |
| Vol Thru, % | 23% | 99% | 73% | 16% |
| Vol Right, % | 72% | 0% | 16% | 8% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 262 | 303 | 412 | 150 |
| LT Vol | 12 | 3 | 45 | 114 |
| Through Vol | 61 | 299 | 302 | 24 |
| RT Vol | 189 | 1 | 65 | 12 |
| Lane Flow Rate | 276 | 319 | 434 | 158 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.472 | 0.554 | 0.714 | 0.308 |
| Departure Headway (Hd) | 6.159 | 6.257 | 5.927 | 7.031 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 582 | 574 | 607 | 508 |
| Service Time | 4.221 | 4.318 | 3.981 | 5.105 |
| HCM Lane V/C Ratio | 0.474 | 0.556 | 0.715 | 0.311 |
| HCM Control Delay | 14.7 | 16.9 | 22.5 | 13.2 |
| HCM Lane LOS | B | C | C | B |
| HCM 95th-tile Q | 2.5 | 3.4 | 5.9 | 1.3 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 196 | 17 | 52 | 10 | 33 | 11 | 45 | 262 | 4 | 6 | 129 | 72 |
| Future Volume (veh/h) | 196 | 17 | 52 | 10 | 33 | 11 | 45 | 262 | 4 | 6 | 129 | 72 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1885 | 1900 | 1900 | 1693 | 1885 | 1530 | 1900 | 1767 | 1900 |
| Adj Flow Rate, veh/h | 206 | 18 | 55 | 11 | 35 | 12 | 47 | 276 | 4 | 6 | 136 | 76 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 1 | 0 | 0 | 14 | 1 | 25 | 0 | 9 | 0 |
| Cap, veh/h | 305 | 113 | 345 | 69 | 194 | 67 | 120 | 973 | 352 | 58 | 769 | 369 |
| Arrive On Green | 0.17 | 0.27 | 0.24 | 0.04 | 0.14 | 0.11 | 0.07 | 0.27 | 0.27 | 0.03 | 0.23 | 0.23 |
| Sat Flow, veh/h | 1810 | 413 | 1261 | 1795 | 1353 | 464 | 1612 | 3582 | 1296 | 1810 | 3357 | 1610 |
| Grp Volume(v), veh/h | 206 | 0 | 73 | 11 | 0 | 47 | 47 | 276 | 4 | 6 | 136 | 76 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 0 | 1673 | 1795 | 0 | 1817 | 1612 | 1791 | 1296 | 1810 | 1678 | 1610 |
| Q Serve(g_s), s | 4.4 | 0.0 | 1.4 | 0.2 | 0.0 | 1.0 | 1.2 | 2.5 | 0.1 | 0.1 | 1.4 | 1.6 |
| Cycle Q Clear(g_c), s | 4.4 | 0.0 | 1.4 | 0.2 | 0.0 | 1.0 | 1.2 | 2.5 | 0.1 | 0.1 | 1.4 | 1.6 |
| Prop In Lane | 1.00 | | 0.75 | 1.00 | | 0.26 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 305 | 0 | 458 | 69 | 0 | 261 | 120 | 973 | 352 | 58 | 769 | 369 |
| V/C Ratio(X) | 0.68 | 0.00 | 0.16 | 0.16 | 0.00 | 0.18 | 0.39 | 0.28 | 0.01 | 0.10 | 0.18 | 0.21 |
| Avail Cap(c_a), veh/h | 2695 | 0 | 3135 | 604 | 0 | 1309 | 929 | 4242 | 1535 | 435 | 2846 | 1365 |
| 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 | 11.9 | 19.4 | 0.0 | 15.8 | 18.4 | 12.0 | 11.1 | 19.6 | 12.9 | 13.0 |
| Incr Delay (d2), s/veh | 1.0 | 0.0 | 0.2 | 0.4 | 0.0 | 0.5 | 0.8 | 0.3 | 0.0 | 0.3 | 0.2 | 0.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.7 | 0.0 | 0.5 | 0.1 | 0.0 | 0.4 | 0.4 | 0.9 | 0.0 | 0.1 | 0.5 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 17.2 | 0.0 | 12.1 | 19.8 | 0.0 | 16.3 | 19.1 | 12.3 | 11.1 | 19.9 | 13.1 | 13.6 |
| LnGrp LOS | B | A | B | B | A | B | B | B | B | B | B | B |
| Approach Vol, veh/h | | 279 | | | 58 | | | 327 | | | 218 | |
| Approach Delay, s/veh | | 15.9 | | | 16.9 | | | 13.3 | | | 13.5 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 5.3 | 15.3 | 5.6 | 15.4 | 7.1 | 13.5 | 11.0 | 10.0 |
| Change Period (Y+Rc), s | 5.0 | 7.0 | 5.0 | 5.3 | 5.0 | 7.0 | 5.0 | 5.3 |
| Max Green Setting (Gmax), s | 9.0 | 46.3 | 13.0 | 76.7 | 23.0 | 32.3 | 61.0 | 28.7 |
| Max Q Clear Time (g_c+I1), s | 2.1 | 4.5 | 2.2 | 3.4 | 3.2 | 3.6 | 6.4 | 3.0 |
| Green Ext Time (p_c), s | 0.0 | 3.8 | 0.0 | 0.7 | 0.0 | 2.2 | 0.2 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 14.4 |
| HCM 6th LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 310 | 0 | 3 | 0 | 0 | 139 | 4 | 1 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 310 | 0 | 3 | 0 | 0 | 139 | 4 | 1 | 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 | 1900 | 1870 | 1900 | 1856 | 1826 | 1826 | 1841 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 0 | 0 | 0 | 326 | 0 | 3 | 0 | 0 | 146 | 4 | 1 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 2 | 0 | 3 | 5 | 5 | 4 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 7 | 168 | 76 | 451 | 794 | 709 | 279 | 418 | 373 | 468 | 380 | 0 |
| Arrive On Green | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.31 | 0.00 | 0.00 | 0.15 | 0.23 | 0.23 | 0.00 |
| Sat Flow, veh/h | 1810 | 3554 | 1610 | 1767 | 1735 | 1547 | 1394 | 1805 | 1610 | 817 | 1729 | 0 |
| Grp Volume(v), veh/h | 0 | 0 | 0 | 326 | 0 | 3 | 0 | 0 | 146 | 4 | 1 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1777 | 1610 | 1767 | 1735 | 1547 | 1394 | 1805 | 1610 | 817 | 1643 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 0.1 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 2.2 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 7 | 168 | 76 | 451 | 794 | 709 | 279 | 418 | 373 | 468 | 380 | 0 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.00 | 0.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.01 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 421 | 7228 | 3275 | 3087 | 6154 | 5489 | 1526 | 2032 | 1812 | 1597 | 1849 | 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 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 8.8 | 0.0 | 4.8 | 0.0 | 0.0 | 9.3 | 9.3 | 7.6 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 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 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 0.0 | 0.0 | 9.6 | 0.0 | 4.8 | 0.0 | 0.0 | 9.8 | 9.3 | 7.6 | 0.0 |
| LnGrp LOS | A | A | A | A | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 0 | | | 329 | | | 146 | | | 5 | |
| Approach Delay, s/veh | | 0.0 | | | 9.5 | | | 9.8 | | | 9.0 | |
| Approach LOS | | | | | A | | | A | | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.6 | 5.2 | | 10.0 | 0.0 | 15.8 | | 10.0 | | | | |
| Change Period (Y+Rc), s | 4.6 | 7.8 | | 6.0 | 4.6 | 7.8 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 44.4 | 48.6 | | 27.0 | 5.4 | 87.6 | | 27.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 6.3 | 0.0 | | 4.2 | 0.0 | 2.0 | | 4.1 | | | | |
| Green Ext Time (p_c), s | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.7 | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 9.6 | |
| HCM 6th LOS | | A | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 4 | 23 | 19 | 58 | 30 | 26 | 20 | 566 | 117 | 83 | 680 | 15 |
| Future Volume (veh/h) | 4 | 23 | 19 | 58 | 30 | 26 | 20 | 566 | 117 | 83 | 680 | 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 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1767 | 1900 | 1870 | 1796 | 1796 | 1900 | 1856 | 1885 | 1900 | 1885 | 1796 |
| Adj Flow Rate, veh/h | 4 | 24 | 20 | 61 | 32 | 27 | 21 | 596 | 123 | 87 | 716 | 16 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 9 | 0 | 2 | 7 | 7 | 0 | 3 | 1 | 0 | 1 | 7 |
| Cap, veh/h | 87 | 259 | 233 | 180 | 359 | 304 | 123 | 1043 | 473 | 208 | 1227 | 521 |
| Arrive On Green | 0.05 | 0.15 | 0.15 | 0.10 | 0.20 | 0.20 | 0.07 | 0.30 | 0.30 | 0.11 | 0.34 | 0.34 |
| Sat Flow, veh/h | 1810 | 1767 | 1585 | 1781 | 1796 | 1520 | 1810 | 3526 | 1598 | 1810 | 3582 | 1522 |
| Grp Volume(v), veh/h | 4 | 24 | 20 | 61 | 32 | 27 | 21 | 596 | 123 | 87 | 716 | 16 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1767 | 1585 | 1781 | 1796 | 1520 | 1810 | 1763 | 1598 | 1810 | 1791 | 1522 |
| Q Serve(g_s), s | 0.1 | 0.6 | 0.5 | 1.5 | 0.7 | 0.7 | 0.5 | 6.7 | 2.8 | 2.1 | 7.7 | 0.3 |
| Cycle Q Clear(g_c), s | 0.1 | 0.6 | 0.5 | 1.5 | 0.7 | 0.7 | 0.5 | 6.7 | 2.8 | 2.1 | 7.7 | 0.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 87 | 259 | 233 | 180 | 359 | 304 | 123 | 1043 | 473 | 208 | 1227 | 521 |
| V/C Ratio(X) | 0.05 | 0.09 | 0.09 | 0.34 | 0.09 | 0.09 | 0.17 | 0.57 | 0.26 | 0.42 | 0.58 | 0.03 |
| Avail Cap(c_a), veh/h | 347 | 1319 | 1183 | 760 | 1762 | 1491 | 425 | 4437 | 2010 | 926 | 5501 | 2338 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.3 | 17.3 | 17.3 | 19.6 | 15.3 | 15.3 | 20.6 | 14.0 | 12.6 | 19.3 | 12.7 | 10.2 |
| Incr Delay (d2), s/veh | 0.1 | 0.1 | 0.1 | 0.4 | 0.0 | 0.0 | 0.2 | 0.2 | 0.1 | 0.5 | 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 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.2 | 0.2 | 0.6 | 0.2 | 0.2 | 0.2 | 2.3 | 0.8 | 0.8 | 2.6 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 21.4 | 17.4 | 17.3 | 20.0 | 15.3 | 15.3 | 20.8 | 14.2 | 12.7 | 19.8 | 12.8 | 10.2 |
| LnGrp LOS | C | B | B | C | B | B | C | B | B | B | B | B |
| Approach Vol, veh/h | | 48 | | | 120 | | | 740 | | | 819 | |
| Approach Delay, s/veh | | 17.7 | | | 17.7 | | | 14.1 | | | 13.5 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.4 | 17.9 | 8.7 | 10.9 | 7.2 | 20.1 | 6.3 | 13.4 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 22.0 | 57.0 | 18.0 | 33.0 | 9.0 | 70.0 | 7.0 | 44.0 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 8.7 | 3.5 | 2.6 | 2.5 | 9.7 | 2.1 | 2.7 |
| Green Ext Time (p_c), s | 0.1 | 3.2 | 0.0 | 0.1 | 0.0 | 3.7 | 0.0 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 14.2 |
| HCM 6th LOS | B |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 76.4 |
| Intersection LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 57 | 176 | 11 | 159 | 171 | 48 | 10 | 386 | 367 | 144 | 378 | 140 |
| Future Vol, veh/h | 57 | 176 | 11 | 159 | 171 | 48 | 10 | 386 | 367 | 144 | 378 | 140 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 1 | 0 |
| Mvmt Flow | 60 | 185 | 12 | 167 | 180 | 51 | 11 | 406 | 386 | 152 | 398 | 147 |
| Number of Lanes | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 2 | 2 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 2 | 2 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 2 | 2 |
| HCM Control Delay | 18.6 | 26.1 | 149.5 | 42.1 |
| HCM LOS | C | D | F | E |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|
| Vol Left, % | 5% | 0% | 39% | 0% | 65% | 0% | 43% | 0% |
| Vol Thru, % | 95% | 34% | 61% | 89% | 35% | 64% | 57% | 57% |
| Vol Right, % | 0% | 66% | 0% | 11% | 0% | 36% | 0% | 43% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 203 | 560 | 145 | 99 | 245 | 134 | 333 | 329 |
| LT Vol | 10 | 0 | 57 | 0 | 159 | 0 | 144 | 0 |
| Through Vol | 193 | 193 | 88 | 88 | 86 | 86 | 189 | 189 |
| RT Vol | 0 | 367 | 0 | 11 | 0 | 48 | 0 | 140 |
| Lane Flow Rate | 214 | 589 | 153 | 104 | 257 | 141 | 351 | 346 |
| Geometry Grp | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Degree of Util (X) | 0.517 | 1.351 | 0.411 | 0.273 | 0.672 | 0.345 | 0.85 | 0.792 |
| Departure Headway (Hd) | 8.716 | 8.249 | 10.371 | 10.082 | 10.037 | 9.432 | 9.275 | 8.756 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 415 | 442 | 350 | 358 | 363 | 384 | 393 | 416 |
| Service Time | 6.462 | 5.995 | 8.071 | 7.782 | 7.737 | 7.132 | 6.975 | 6.456 |
| HCM Lane V/C Ratio | 0.516 | 1.333 | 0.437 | 0.291 | 0.708 | 0.367 | 0.893 | 0.832 |
| HCM Control Delay | 20.5 | 196.2 | 20.1 | 16.5 | 31 | 17 | 46.7 | 37.5 |
| HCM Lane LOS | C | F | C | C | D | C | E | E |
| HCM 95th-tile Q | 2.9 | 27.1 | 1.9 | 1.1 | 4.7 | 1.5 | 8.1 | 6.9 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 35 | 182 | 15 | 219 | 144 | 204 | 10 | 689 | 226 | 284 | 1089 | 52 |
| Future Volume (veh/h) | 35 | 182 | 15 | 219 | 144 | 204 | 10 | 689 | 226 | 284 | 1089 | 52 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.99 | 1.00 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1900 | 1870 | 1900 | 1870 | 1885 | 1900 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 37 | 192 | 16 | 231 | 152 | 215 | 11 | 725 | 238 | 299 | 1146 | 55 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 1 |
| Cap, veh/h | 194 | 554 | 246 | 319 | 359 | 294 | 101 | 1821 | 819 | 389 | 2130 | 950 |
| Arrive On Green | 0.06 | 0.15 | 0.15 | 0.09 | 0.19 | 0.19 | 0.03 | 0.51 | 0.51 | 0.11 | 0.59 | 0.59 |
| Sat Flow, veh/h | 3510 | 3610 | 1601 | 3510 | 1900 | 1557 | 3510 | 3554 | 1598 | 3510 | 3582 | 1598 |
| Grp Volume(v), veh/h | 37 | 192 | 16 | 231 | 152 | 215 | 11 | 725 | 238 | 299 | 1146 | 55 |
| Grp Sat Flow(s),veh/h/ln | 1755 | 1805 | 1601 | 1755 | 1900 | 1557 | 1755 | 1777 | 1598 | 1755 | 1791 | 1598 |
| Q Serve(g_s), s | 1.2 | 5.8 | 1.0 | 7.8 | 8.5 | 15.7 | 0.4 | 15.1 | 10.3 | 10.0 | 23.1 | 1.7 |
| Cycle Q Clear(g_c), s | 1.2 | 5.8 | 1.0 | 7.8 | 8.5 | 15.7 | 0.4 | 15.1 | 10.3 | 10.0 | 23.1 | 1.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 194 | 554 | 246 | 319 | 359 | 294 | 101 | 1821 | 819 | 389 | 2130 | 950 |
| V/C Ratio(X) | 0.19 | 0.35 | 0.07 | 0.72 | 0.42 | 0.73 | 0.11 | 0.40 | 0.29 | 0.77 | 0.54 | 0.06 |
| Avail Cap(c_a), veh/h | 261 | 1157 | 513 | 522 | 750 | 615 | 261 | 1821 | 819 | 638 | 2130 | 950 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 54.6 | 45.8 | 43.8 | 53.6 | 43.3 | 46.2 | 57.3 | 18.1 | 16.9 | 52.3 | 14.6 | 10.3 |
| Incr Delay (d2), s/veh | 0.2 | 0.4 | 0.1 | 1.2 | 0.8 | 3.5 | 0.2 | 0.7 | 0.9 | 1.2 | 1.0 | 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 | 0.5 | 2.6 | 0.4 | 3.5 | 4.1 | 6.4 | 0.2 | 6.3 | 4.0 | 4.5 | 9.3 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 54.8 | 46.2 | 43.9 | 54.7 | 44.1 | 49.7 | 57.5 | 18.7 | 17.8 | 53.5 | 15.6 | 10.4 |
| LnGrp LOS | D | D | D | D | D | D | E | B | B | D | B | B |
| Approach Vol, veh/h | | 245 | | | 598 | | | 974 | | | 1500 | |
| Approach Delay, s/veh | | 47.3 | | | 50.2 | | | 18.9 | | | 23.0 | |
| Approach LOS | | D | | | D | | | B | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 15.0 | 22.6 | 7.5 | 76.0 | 10.7 | 26.9 | 17.4 | 66.1 |
| Change Period (Y+Rc), s | 5.0 | 6.3 | 5.0 | 7.5 | 5.0 | 6.3 | 5.0 | 7.5 |
| Max Green Setting (Gmax), s | 10.0 | 36.5 | 8.0 | 68.5 | 8.0 | 45.5 | 21.0 | 55.5 |
| Max Q Clear Time (g_c+I1), s | 9.8 | 7.8 | 2.4 | 25.1 | 3.2 | 17.7 | 12.0 | 17.1 |
| Green Ext Time (p_c), s | 0.3 | 1.3 | 0.0 | 11.6 | 0.0 | 1.6 | 0.4 | 6.9 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 28.5 |
| HCM 6th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 11 | 97 | 43 | 233 | 118 | 102 | 27 | 862 | 124 | 62 | 1182 | 16 |
| Future Volume (veh/h) | 11 | 97 | 43 | 233 | 118 | 102 | 27 | 862 | 124 | 62 | 1182 | 16 |
| 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 | 1722 | 1900 | 1900 | 1870 | 1856 | 1856 | 1900 | 1870 | 1870 | 1900 | 1870 | 1900 |
| Adj Flow Rate, veh/h | 12 | 102 | 45 | 245 | 124 | 107 | 28 | 907 | 131 | 65 | 1244 | 17 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 12 | 0 | 0 | 2 | 3 | 3 | 0 | 2 | 2 | 0 | 2 | 0 |
| Cap, veh/h | 42 | 157 | 69 | 300 | 247 | 213 | 72 | 1452 | 210 | 104 | 1719 | 779 |
| Arrive On Green | 0.03 | 0.13 | 0.11 | 0.17 | 0.27 | 0.26 | 0.04 | 0.47 | 0.44 | 0.06 | 0.48 | 0.48 |
| Sat Flow, veh/h | 1640 | 1248 | 551 | 1781 | 919 | 793 | 1810 | 3116 | 450 | 1810 | 3554 | 1610 |
| Grp Volume(v), veh/h | 12 | 0 | 147 | 245 | 0 | 231 | 28 | 517 | 521 | 65 | 1244 | 17 |
| Grp Sat Flow(s),veh/h/ln | 1640 | 0 | 1799 | 1781 | 0 | 1712 | 1810 | 1777 | 1789 | 1810 | 1777 | 1610 |
| Q Serve(g_s), s | 0.6 | 0.0 | 6.8 | 11.6 | 0.0 | 10.1 | 1.3 | 19.2 | 19.4 | 3.1 | 24.4 | 0.5 |
| Cycle Q Clear(g_c), s | 0.6 | 0.0 | 6.8 | 11.6 | 0.0 | 10.1 | 1.3 | 19.2 | 19.4 | 3.1 | 24.4 | 0.5 |
| Prop In Lane | 1.00 | | 0.31 | 1.00 | | 0.46 | 1.00 | | 0.25 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 42 | 0 | 226 | 300 | 0 | 459 | 72 | 828 | 834 | 104 | 1719 | 779 |
| V/C Ratio(X) | 0.28 | 0.00 | 0.65 | 0.82 | 0.00 | 0.50 | 0.39 | 0.62 | 0.62 | 0.62 | 0.72 | 0.02 |
| Avail Cap(c_a), veh/h | 112 | 0 | 615 | 772 | 0 | 1210 | 144 | 1630 | 1642 | 248 | 3463 | 1569 |
| 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 | 41.9 | 0.0 | 36.7 | 35.2 | 0.0 | 27.4 | 41.1 | 17.7 | 17.9 | 40.4 | 18.0 | 11.8 |
| Incr Delay (d2), s/veh | 1.3 | 0.0 | 3.1 | 2.1 | 0.0 | 0.9 | 1.3 | 0.8 | 0.8 | 2.3 | 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 | 0.3 | 0.0 | 3.2 | 5.1 | 0.0 | 4.1 | 0.6 | 7.6 | 7.7 | 1.4 | 9.4 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 43.3 | 0.0 | 39.8 | 37.2 | 0.0 | 28.2 | 42.4 | 18.4 | 18.7 | 42.7 | 18.6 | 11.8 |
| LnGrp LOS | D | A | D | D | A | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 159 | | | 476 | | | 1066 | | | 1326 | |
| Approach Delay, s/veh | | 40.1 | | | 32.8 | | | 19.2 | | | 19.7 | |
| Approach LOS | | D | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.1 | 44.9 | 18.8 | 15.0 | 7.5 | 46.4 | 6.3 | 27.5 |
| Change Period (Y+Rc), s | 5.0 | 6.5 | 5.0 | 5.0 | 5.0 | 6.5 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 4.0 | 78.0 | 37.0 | 29.0 | 6.0 | 83.0 | 5.0 | 61.0 |
| Max Q Clear Time (g_c+I1), s | 5.1 | 21.4 | 13.6 | 8.8 | 3.3 | 26.4 | 2.6 | 12.1 |
| Green Ext Time (p_c), s | 0.0 | 9.0 | 0.2 | 0.7 | 0.0 | 13.6 | 0.0 | 1.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 22.6 |
| HCM 6th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 149 | 344 | 52 | 152 | 254 | 53 | 76 | 730 | 113 | 154 | 1144 | 120 |
| Future Volume (veh/h) | 149 | 344 | 52 | 152 | 254 | 53 | 76 | 730 | 113 | 154 | 1144 | 120 |
| 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 | | 0.99 | 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 | 1885 | 1885 | 1900 | 1885 | 1870 | 1900 | 1900 | 1885 | 1885 | 1885 | 1826 | 1885 |
| Adj Flow Rate, veh/h | 157 | 362 | 55 | 160 | 267 | 56 | 80 | 768 | 119 | 162 | 1204 | 126 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 5 | 1 |
| Cap, veh/h | 206 | 561 | 250 | 209 | 563 | 253 | 121 | 1392 | 216 | 211 | 1731 | 779 |
| Arrive On Green | 0.11 | 0.16 | 0.16 | 0.12 | 0.16 | 0.16 | 0.07 | 0.45 | 0.43 | 0.12 | 0.50 | 0.50 |
| Sat Flow, veh/h | 1795 | 3582 | 1595 | 1795 | 3554 | 1595 | 1810 | 3107 | 481 | 1795 | 3469 | 1561 |
| Grp Volume(v), veh/h | 157 | 362 | 55 | 160 | 267 | 56 | 80 | 443 | 444 | 162 | 1204 | 126 |
| Grp Sat Flow(s),veh/h/ln | 1795 | 1791 | 1595 | 1795 | 1777 | 1595 | 1810 | 1791 | 1798 | 1795 | 1735 | 1561 |
| Q Serve(g_s), s | 8.4 | 9.4 | 3.0 | 8.6 | 6.8 | 3.0 | 4.3 | 18.0 | 18.1 | 8.7 | 26.4 | 4.4 |
| Cycle Q Clear(g_c), s | 8.4 | 9.4 | 3.0 | 8.6 | 6.8 | 3.0 | 4.3 | 18.0 | 18.1 | 8.7 | 26.4 | 4.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.27 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 206 | 561 | 250 | 209 | 563 | 253 | 121 | 802 | 805 | 211 | 1731 | 779 |
| V/C Ratio(X) | 0.76 | 0.65 | 0.22 | 0.77 | 0.47 | 0.22 | 0.66 | 0.55 | 0.55 | 0.77 | 0.70 | 0.16 |
| Avail Cap(c_a), veh/h | 417 | 1048 | 467 | 417 | 1040 | 467 | 237 | 1174 | 1179 | 417 | 2625 | 1181 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.6 | 39.2 | 36.5 | 42.5 | 38.0 | 36.4 | 45.2 | 20.1 | 20.3 | 42.4 | 19.1 | 13.5 |
| Incr Delay (d2), s/veh | 2.2 | 1.8 | 0.6 | 2.2 | 0.9 | 0.6 | 2.3 | 0.8 | 0.8 | 2.2 | 0.7 | 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 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.8 | 4.2 | 1.2 | 3.9 | 3.0 | 1.2 | 2.0 | 7.4 | 7.5 | 3.9 | 10.2 | 1.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 44.8 | 41.0 | 37.1 | 44.7 | 38.8 | 37.0 | 47.5 | 20.9 | 21.1 | 44.6 | 19.8 | 13.7 |
| LnGrp LOS | D | D | D | D | D | D | D | C | C | D | B | B |
| Approach Vol, veh/h | | 574 | | | 483 | | | 967 | | | 1492 | |
| Approach Delay, s/veh | | 41.7 | | | 40.6 | | | 23.2 | | | 22.0 | |
| Approach LOS | | D | | | D | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 15.6 | 48.4 | 15.5 | 19.5 | 10.6 | 53.5 | 15.4 | 19.7 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | 5.0 | 5.0 | 5.0 | 6.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 22.6 | 63.0 | 22.0 | 28.0 | 12.0 | 73.0 | 22.0 | 28.0 |
| Max Q Clear Time (g_c+I1), s | 10.7 | 20.1 | 10.6 | 11.4 | 6.3 | 28.4 | 10.4 | 8.8 |
| Green Ext Time (p_c), s | 0.1 | 10.4 | 0.1 | 3.1 | 0.0 | 19.1 | 0.1 | 2.5 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 28.1 |
| HCM 6th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 3 | 1400 | 493 | 145 | 994 | 3 | 422 | 3 | 127 | 5 | 8 | 7 |
| Future Volume (veh/h) | 3 | 1400 | 493 | 145 | 994 | 3 | 422 | 3 | 127 | 5 | 8 | 7 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 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 | 907 | 1885 | 1870 | 1900 | 1870 | 1900 | 1885 | 1411 | 1411 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 3 | 1474 | 519 | 153 | 1046 | 3 | 444 | 3 | 134 | 5 | 8 | 7 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 67 | 1 | 2 | 0 | 2 | 0 | 1 | 33 | 33 | 0 | 0 | 0 |
| Cap, veh/h | 5 | 2009 | 606 | 175 | 2455 | 774 | 469 | 11 | 504 | 15 | 344 | 263 |
| Arrive On Green | 0.01 | 0.39 | 0.39 | 0.10 | 0.48 | 0.48 | 0.26 | 0.43 | 0.43 | 0.01 | 0.18 | 0.17 |
| Sat Flow, veh/h | 864 | 5147 | 1552 | 1810 | 5106 | 1610 | 1795 | 26 | 1173 | 1810 | 1948 | 1489 |
| Grp Volume(v), veh/h | 3 | 1474 | 519 | 153 | 1046 | 3 | 444 | 0 | 137 | 5 | 7 | 8 |
| Grp Sat Flow(s),veh/h/ln | 864 | 1716 | 1552 | 1810 | 1702 | 1610 | 1795 | 0 | 1200 | 1810 | 1805 | 1632 |
| Q Serve(g_s), s | 0.7 | 52.0 | 65.1 | 17.7 | 28.4 | 0.2 | 51.6 | 0.0 | 15.7 | 0.6 | 0.7 | 0.8 |
| Cycle Q Clear(g_c), s | 0.7 | 52.0 | 65.1 | 17.7 | 28.4 | 0.2 | 51.6 | 0.0 | 15.7 | 0.6 | 0.7 | 0.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.98 | 1.00 | | 0.91 |
| Lane Grp Cap(c), veh/h | 5 | 2009 | 606 | 175 | 2455 | 774 | 469 | 0 | 515 | 15 | 319 | 288 |
| V/C Ratio(X) | 0.56 | 0.73 | 0.86 | 0.88 | 0.43 | 0.00 | 0.95 | 0.00 | 0.27 | 0.33 | 0.02 | 0.03 |
| Avail Cap(c_a), veh/h | 22 | 2009 | 606 | 264 | 2606 | 822 | 642 | 0 | 515 | 47 | 319 | 288 |
| 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 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 105.4 | 55.4 | 59.3 | 94.8 | 36.0 | 28.7 | 77.1 | 0.0 | 39.2 | 104.8 | 72.3 | 72.6 |
| Incr Delay (d2), s/veh | 69.4 | 2.4 | 14.5 | 18.7 | 0.1 | 0.0 | 19.5 | 0.0 | 1.3 | 12.2 | 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 | 0.3 | 23.2 | 28.2 | 9.3 | 12.2 | 0.1 | 26.6 | 0.0 | 5.0 | 0.3 | 0.3 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 174.8 | 57.8 | 73.8 | 113.4 | 36.2 | 28.7 | 96.6 | 0.0 | 40.5 | 117.0 | 72.4 | 72.6 |
| LnGrp LOS | F | E | E | F | D | C | F | A | D | F | E | E |
| Approach Vol, veh/h | | 1996 | | | 1202 | | | 581 | | | 20 | |
| Approach Delay, s/veh | | 62.1 | | | 46.0 | | | 83.4 | | | 83.6 | |
| Approach LOS | | E | | | D | | | F | | | F | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 5.8 | 95.3 | 24.5 | 87.0 | 59.5 | 41.6 | 5.3 | 106.2 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.0 | 90.8 | 30.5 | 82.5 | 75.5 | 20.3 | 5.0 | 108.0 |
| Max Q Clear Time (g_c+I1), s | 2.8 | 17.7 | 19.7 | 67.1 | 53.6 | 2.8 | 2.7 | 30.4 |
| Green Ext Time (p_c), s | 0.0 | 1.0 | 0.3 | 10.8 | 1.4 | 0.0 | 0.0 | 10.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 60.4 |
| HCM 6th LOS | E |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 194.8 |
| Intersection LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 73 | 257 | 34 | 191 | 225 | 246 | 28 | 65 | 272 | 237 | 66 | 56 |
| Future Vol, veh/h | 73 | 257 | 34 | 191 | 225 | 246 | 28 | 65 | 272 | 237 | 66 | 56 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 1 | 0 |
| Mvmt Flow | 77 | 271 | 36 | 201 | 237 | 259 | 29 | 68 | 286 | 249 | 69 | 59 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 3 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 3 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 3 | 1 | 2 |
| HCM Control Delay | 44.4 | 430.5 | 79.9 | 29.7 |
| HCM LOS | E | F | F | D |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 | SBLn2 | SBLn3 |
|---|---|---|---|---|---|---|---|
| Vol Left, % | 8% | 100% | 0% | 29% | 100% | 0% | 0% |
| Vol Thru, % | 18% | 0% | 88% | 34% | 0% | 100% | 0% |
| Vol Right, % | 75% | 0% | 12% | 37% | 0% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 365 | 73 | 291 | 662 | 237 | 66 | 56 |
| LT Vol | 28 | 73 | 0 | 191 | 237 | 0 | 0 |
| Through Vol | 65 | 0 | 257 | 225 | 0 | 66 | 0 |
| RT Vol | 272 | 0 | 34 | 246 | 0 | 0 | 56 |
| Lane Flow Rate | 384 | 77 | 306 | 697 | 249 | 69 | 59 |
| Geometry Grp | 8 | 8 | 8 | 8 | 7 | 7 | 7 |
| Degree of Util (X) | 0.977 | 0.217 | 0.818 | 1.885 | 0.678 | 0.179 | 0.14 |
| Departure Headway (Hd) | 11.401 | 12.328 | 11.723 | 9.739 | 12.059 | 11.545 | 10.784 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 323 | 294 | 312 | 383 | 302 | 313 | 335 |
| Service Time | 9.101 | 10.028 | 9.423 | 7.439 | 9.759 | 9.245 | 8.484 |
| HCM Lane V/C Ratio | 1.189 | 0.262 | 0.981 | 1.82 | 0.825 | 0.22 | 0.176 |
| HCM Control Delay | 79.9 | 18.4 | 50.9 | 430.5 | 36.8 | 16.7 | 15.2 |
| HCM Lane LOS | F | C | F | F | E | C | C |
| HCM 95th-tile Q | 10.3 | 0.8 | 6.8 | 46.5 | 4.6 | 0.6 | 0.5 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 100.6 |
| Intersection LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 15 | 344 | 26 | 62 | 386 | 50 | 44 | 238 | 42 | 40 | 221 | 14 |
| Future Vol, veh/h | 15 | 344 | 26 | 62 | 386 | 50 | 44 | 238 | 42 | 40 | 221 | 14 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 0 | 1 | 0 | 2 | 2 | 8 | 0 | 1 | 3 | 0 | 3 | 9 |
| Mvmt Flow | 16 | 362 | 27 | 65 | 406 | 53 | 46 | 251 | 44 | 42 | 233 | 15 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 3 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 3 | 2 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 3 | 1 | 2 |
| HCM Control Delay | 72.4 | 203.4 | 38.8 | 26.9 |
| HCM LOS | F | F | E | D |

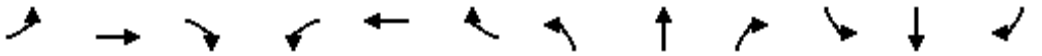
| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | WBLn1 | SBLn1 | SBLn2 | SBLn3 |
|---|---|---|---|---|---|---|---|---|
| Vol Left, % | 16% | 0% | 100% | 0% | 12% | 100% | 0% | 0% |
| Vol Thru, % | 84% | 0% | 0% | 93% | 78% | 0% | 100% | 0% |
| Vol Right, % | 0% | 100% | 0% | 7% | 10% | 0% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 282 | 42 | 15 | 370 | 498 | 40 | 221 | 14 |
| LT Vol | 44 | 0 | 15 | 0 | 62 | 40 | 0 | 0 |
| Through Vol | 238 | 0 | 0 | 344 | 386 | 0 | 221 | 0 |
| RT Vol | 0 | 42 | 0 | 26 | 50 | 0 | 0 | 14 |
| Lane Flow Rate | 297 | 44 | 16 | 389 | 524 | 42 | 233 | 15 |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Degree of Util (X) | 0.781 | 0.107 | 0.042 | 0.98 | 1.359 | 0.119 | 0.626 | 0.037 |
| Departure Headway (Hd) | 10.605 | 9.79 | 10.577 | 10.018 | 9.332 | 11.224 | 10.748 | 10.114 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 344 | 368 | 341 | 366 | 393 | 321 | 337 | 356 |
| Service Time | 8.305 | 7.49 | 8.277 | 7.718 | 7.032 | 8.924 | 8.448 | 7.814 |
| HCM Lane V/C Ratio | 0.863 | 0.12 | 0.047 | 1.063 | 1.333 | 0.131 | 0.691 | 0.042 |
| HCM Control Delay | 42.5 | 13.7 | 13.7 | 74.8 | 203.4 | 15.4 | 29.8 | 13.2 |
| HCM Lane LOS | E | B | B | F | F | C | D | B |
| HCM 95th-tile Q | 6.4 | 0.4 | 0.1 | 11.1 | 25.1 | 0.4 | 4 | 0.1 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 24 | 486 | 50 | 141 | 403 | 58 | 27 | 244 | 129 | 29 | 278 | 16 |
| Future Volume (veh/h) | 24 | 486 | 50 | 141 | 403 | 58 | 27 | 244 | 129 | 29 | 278 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1885 | 1900 | 1885 | 1885 | 1856 | 1900 | 1885 | 1870 | 1900 | 1841 | 1841 |
| Adj Flow Rate, veh/h | 25 | 512 | 53 | 148 | 424 | 61 | 28 | 257 | 136 | 31 | 293 | 17 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 1 | 0 | 1 | 1 | 3 | 0 | 1 | 2 | 0 | 4 | 4 |
| Cap, veh/h | 66 | 676 | 577 | 203 | 820 | 684 | 71 | 427 | 359 | 75 | 422 | 358 |
| Arrive On Green | 0.04 | 0.36 | 0.36 | 0.11 | 0.43 | 0.43 | 0.04 | 0.23 | 0.23 | 0.04 | 0.23 | 0.23 |
| Sat Flow, veh/h | 1810 | 1885 | 1609 | 1795 | 1885 | 1571 | 1810 | 1885 | 1585 | 1810 | 1841 | 1560 |
| Grp Volume(v), veh/h | 25 | 512 | 53 | 148 | 424 | 61 | 28 | 257 | 136 | 31 | 293 | 17 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1885 | 1609 | 1795 | 1885 | 1571 | 1810 | 1885 | 1585 | 1810 | 1841 | 1560 |
| Q Serve(g_s), s | 0.8 | 14.7 | 1.3 | 4.9 | 10.1 | 1.4 | 0.9 | 7.5 | 4.5 | 1.0 | 9.0 | 0.5 |
| Cycle Q Clear(g_c), s | 0.8 | 14.7 | 1.3 | 4.9 | 10.1 | 1.4 | 0.9 | 7.5 | 4.5 | 1.0 | 9.0 | 0.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 66 | 676 | 577 | 203 | 820 | 684 | 71 | 427 | 359 | 75 | 422 | 358 |
| V/C Ratio(X) | 0.38 | 0.76 | 0.09 | 0.73 | 0.52 | 0.09 | 0.40 | 0.60 | 0.38 | 0.41 | 0.69 | 0.05 |
| Avail Cap(c_a), veh/h | 180 | 1718 | 1466 | 643 | 2206 | 1839 | 206 | 1153 | 970 | 206 | 1126 | 954 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 28.9 | 17.4 | 13.1 | 26.4 | 12.7 | 10.2 | 28.8 | 21.3 | 20.1 | 28.7 | 21.7 | 18.5 |
| Incr Delay (d2), s/veh | 1.3 | 1.8 | 0.1 | 1.9 | 0.5 | 0.1 | 1.3 | 1.4 | 0.7 | 1.3 | 2.1 | 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 | 0.4 | 6.0 | 0.5 | 2.1 | 3.8 | 0.4 | 0.4 | 3.2 | 1.6 | 0.5 | 3.8 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 30.3 | 19.1 | 13.1 | 28.2 | 13.2 | 10.3 | 30.1 | 22.6 | 20.8 | 30.1 | 23.8 | 18.5 |
| LnGrp LOS | C | B | B | C | B | B | C | C | C | C | C | B |
| Approach Vol, veh/h | | 590 | | | 633 | | | 421 | | | 341 | |
| Approach Delay, s/veh | | 19.1 | | | 16.4 | | | 22.5 | | | 24.1 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.6 | 17.9 | 10.9 | 26.0 | 6.4 | 18.1 | 6.2 | 30.7 |
| Change Period (Y+Rc), s | 4.5 | 5.3 | 4.5 | 5.3 | 4.5 | 5.3 | 4.5 | 5.3 |
| Max Green Setting (Gmax), s | 6.5 | 36.3 | 21.5 | 54.7 | 6.5 | 36.3 | 5.6 | 70.6 |
| Max Q Clear Time (g_c+I1), s | 3.0 | 9.5 | 6.9 | 16.7 | 2.9 | 11.0 | 2.8 | 12.1 |
| Green Ext Time (p_c), s | 0.0 | 2.0 | 0.1 | 3.9 | 0.0 | 1.8 | 0.0 | 3.2 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 19.8 |
| HCM 6th LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 25 | 9 | 80 | 164 | 9 | 48 | 150 | 782 | 137 | 12 | 1105 | 59 |
| Future Volume (vph) | 25 | 9 | 80 | 164 | 9 | 48 | 150 | 782 | 137 | 12 | 1105 | 59 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 | 1.00 |
| Flpb, ped/bikes | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.90 | | 1.00 | 0.87 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.99 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1684 | | 1751 | 1658 | | 1805 | 1863 | 1544 | 1612 | 3574 | 1615 |
| Flt Permitted | | 0.93 | | 0.62 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1586 | | 1143 | 1658 | | 1805 | 1863 | 1544 | 1612 | 3574 | 1615 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 26 | 9 | 84 | 173 | 9 | 51 | 158 | 823 | 144 | 13 | 1163 | 62 |
| RTOR Reduction (vph) | 0 | 65 | 0 | 0 | 40 | 0 | 0 | 0 | 42 | 0 | 0 | 33 |
| Lane Group Flow (vph) | 0 | 54 | 0 | 173 | 20 | 0 | 158 | 823 | 102 | 13 | 1163 | 29 |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | 2 | 2 | | |
| Confl. Bikes (#/hr) | | | | | | | | | 1 | | | |
| Heavy Vehicles (%) | 0% | 0% | 0% | 3% | 0% | 0% | 0% | 2% | 3% | 12% | 1% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | | | 2 | | | 6 |
| Actuated Green, G (s) | | 18.5 | | 18.5 | 18.5 | | 10.9 | 52.8 | 52.8 | 0.7 | 42.6 | 42.6 |
| Effective Green, g (s) | | 20.5 | | 20.5 | 20.5 | | 12.9 | 55.8 | 55.8 | 2.7 | 45.6 | 45.6 |
| Actuated g/C Ratio | | 0.21 | | 0.21 | 0.21 | | 0.13 | 0.57 | 0.57 | 0.03 | 0.47 | 0.47 |
| Clearance Time (s) | | 6.0 | | 6.0 | 6.0 | | 6.0 | 7.0 | 7.0 | 6.0 | 7.0 | 7.0 |
| Vehicle Extension (s) | | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lane Grp Cap (vph) | | 333 | | 240 | 348 | | 239 | 1067 | 884 | 44 | 1673 | 756 |
| v/s Ratio Prot | | | | | 0.01 | | c0.09 | c0.44 | | 0.01 | 0.33 | |
| v/s Ratio Perm | | 0.03 | | c0.15 | | | | | 0.07 | | | 0.02 |
| v/c Ratio | | 0.16 | | 0.72 | 0.06 | | 0.66 | 0.77 | 0.12 | 0.30 | 0.70 | 0.04 |
| Uniform Delay, d1 | | 31.4 | | 35.8 | 30.7 | | 40.2 | 15.9 | 9.5 | 46.4 | 20.4 | 14.0 |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 0.1 | | 8.7 | 0.0 | | 5.2 | 3.2 | 0.0 | 1.4 | 1.0 | 0.0 |
| Delay (s) | | 31.5 | | 44.5 | 30.7 | | 45.4 | 19.1 | 9.5 | 47.8 | 21.4 | 14.0 |
| Level of Service | | C | | D | C | | D | B | A | D | C | B |
| Approach Delay (s) | | 31.5 | | | 40.9 | | | 21.6 | | | 21.4 | |
| Approach LOS | | C | | | D | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 23.6 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 97.4 | Sum of lost time (s) | 14.0 |
| Intersection Capacity Utilization | 71.1% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 46.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 2 | 30 | 76 | 0 | 64 | 36 | 898 | 66 | 80 | 1184 | 0 |
| Future Vol, veh/h | 0 | 2 | 30 | 76 | 0 | 64 | 36 | 898 | 66 | 80 | 1184 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 150 | - | - | 110 | - | 175 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 |
| Mvmt Flow | 0 | 2 | 32 | 80 | 0 | 67 | 38 | 945 | 69 | 84 | 1246 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1963 | 2507 | 623 | 1851 | 2473 | 510 | 1246 | 0 | 0 | 1017 | 0 | 0 |
| Stage 1 | 1414 | 1414 | - | 1059 | 1059 | - | - | - | - | - | - | - |
| Stage 2 | 549 | 1093 | - | 792 | 1414 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.94 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.32 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 39 | 29 | 434 | ~ 47 | 30 | 509 | 566 | - | - | 690 | - | - |
| Stage 1 | 147 | 206 | - | 243 | 304 | - | - | - | - | - | - | - |
| Stage 2 | 493 | 293 | - | 353 | 206 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 29 | 24 | 434 | ~ 35 | 25 | 508 | 566 | - | - | 688 | - | - |
| Mov Cap-2 Maneuver | 29 | 24 | - | ~ 35 | 25 | - | - | - | - | - | - | - |
| Stage 1 | 137 | 181 | - | 226 | 283 | - | - | - | - | - | - | - |
| Stage 2 | 399 | 272 | - | 284 | 181 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 25.4 | $ 789.6 | 0.4 | 0.7 |
| HCM LOS | D | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 566 | - | - | 210 | 61 | 688 | - | - |
| HCM Lane V/C Ratio | 0.067 | - | - | 0.16 | 2.416 | 0.122 | - | - |
| HCM Control Delay (s) | 11.8 | - | - | 25.4 | $ 789.6 | 11 | - | - |
| HCM Lane LOS | B | - | - | D | F | B | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.6 | 14.6 | 0.4 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 27.2 |

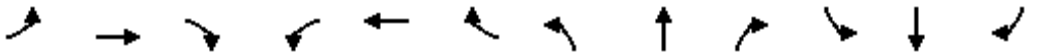
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 2 | 30 | 76 | 0 | 64 | 36 | 898 | 66 | 80 | 1184 | 0 |
| Future Vol, veh/h | 0 | 2 | 30 | 76 | 0 | 64 | 36 | 898 | 66 | 80 | 1184 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | 150 | - | - | 110 | - | 175 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 |
| Mvmt Flow | 0 | 2 | 32 | 80 | 0 | 67 | 38 | 945 | 69 | 84 | 1246 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1963 | 2507 | 623 | 1851 | 2473 | 510 | 1246 | 0 | 0 | 1017 | 0 | 0 |
| Stage 1 | 1414 | 1414 | - | 1059 | 1059 | - | - | - | - | - | - | - |
| Stage 2 | 549 | 1093 | - | 792 | 1414 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.94 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.32 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 39 | 29 | 434 | ~ 47 | 30 | 509 | 566 | - | - | 690 | - | - |
| Stage 1 | 147 | 206 | - | 243 | 304 | - | - | - | - | - | - | - |
| Stage 2 | 493 | 293 | - | 353 | 206 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 29 | 24 | 434 | ~ 35 | 25 | 508 | 566 | - | - | 688 | - | - |
| Mov Cap-2 Maneuver | 29 | 24 | - | ~ 35 | 25 | - | - | - | - | - | - | - |
| Stage 1 | 137 | 181 | - | 226 | 283 | - | - | - | - | - | - | - |
| Stage 2 | 399 | 272 | - | 284 | 181 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 25.4 | $ 457.9 | 0.4 | 0.7 |
| HCM LOS | D | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 566 | - | - | 210 | 35 | 508 | 688 | - | - |
| HCM Lane V/C Ratio | 0.067 | - | - | 0.16 | 2.286 | 0.133 | 0.122 | - | - |
| HCM Control Delay (s) | 11.8 | - | - | 25.4 | $ 832.4 | 13.2 | 11 | - | - |
| HCM Lane LOS | B | - | - | D | F | B | B | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.6 | 9 | 0.5 | 0.4 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 172 | 1152 | 479 | 181 | 688 | 247 | 530 | 731 | 172 | 439 | 731 | 177 |
| Future Volume (veh/h) | 172 | 1152 | 479 | 181 | 688 | 247 | 530 | 731 | 172 | 439 | 731 | 177 |
| 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 | 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 | 1900 | 1885 | 1870 | 1870 | 1885 | 1856 | 1870 | 1870 | 1885 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 181 | 1213 | 504 | 191 | 724 | 260 | 558 | 769 | 181 | 462 | 769 | 186 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 1 | 2 | 2 | 1 | 3 | 2 | 2 | 1 | 1 | 1 | 1 |
| Cap, veh/h | 246 | 1311 | 401 | 198 | 1246 | 373 | 567 | 1111 | 496 | 491 | 761 | 184 |
| Arrive On Green | 0.07 | 0.25 | 0.25 | 0.06 | 0.24 | 0.24 | 0.32 | 0.31 | 0.31 | 0.27 | 0.27 | 0.25 |
| Sat Flow, veh/h | 3510 | 5147 | 1574 | 3456 | 5147 | 1541 | 1781 | 3554 | 1587 | 1795 | 2846 | 688 |
| Grp Volume(v), veh/h | 181 | 1213 | 504 | 191 | 724 | 260 | 558 | 769 | 181 | 462 | 484 | 471 |
| Grp Sat Flow(s),veh/h/ln | 1755 | 1716 | 1574 | 1728 | 1716 | 1541 | 1781 | 1777 | 1587 | 1795 | 1791 | 1743 |
| Q Serve(g_s), s | 7.9 | 36.1 | 40.0 | 8.7 | 19.5 | 24.2 | 48.8 | 29.8 | 13.9 | 39.5 | 42.0 | 42.0 |
| Cycle Q Clear(g_c), s | 7.9 | 36.1 | 40.0 | 8.7 | 19.5 | 24.2 | 48.8 | 29.8 | 13.9 | 39.5 | 42.0 | 42.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.39 |
| Lane Grp Cap(c), veh/h | 246 | 1311 | 401 | 198 | 1246 | 373 | 567 | 1111 | 496 | 491 | 479 | 466 |
| V/C Ratio(X) | 0.74 | 0.93 | 1.26 | 0.96 | 0.58 | 0.70 | 0.98 | 0.69 | 0.36 | 0.94 | 1.01 | 1.01 |
| Avail Cap(c_a), veh/h | 291 | 1311 | 401 | 198 | 1246 | 373 | 567 | 1111 | 496 | 537 | 479 | 466 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 71.6 | 57.0 | 58.5 | 73.8 | 52.5 | 54.3 | 53.1 | 47.3 | 41.9 | 55.8 | 57.5 | 57.9 |
| Incr Delay (d2), s/veh | 5.9 | 11.0 | 134.5 | 53.2 | 0.5 | 4.8 | 33.4 | 1.6 | 0.2 | 23.2 | 43.7 | 44.2 |
| 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 | 17.0 | 30.9 | 5.3 | 8.5 | 9.9 | 27.1 | 13.5 | 5.6 | 21.1 | 24.8 | 24.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 77.5 | 68.1 | 193.0 | 127.0 | 52.9 | 59.0 | 86.5 | 48.9 | 42.0 | 79.1 | 101.2 | 102.1 |
| LnGrp LOS | E | E | F | F | D | E | F | D | D | E | F | F |
| Approach Vol, veh/h | | 1898 | | | 1175 | | | 1508 | | | 1417 | |
| Approach Delay, s/veh | | 102.1 | | | 66.3 | | | 62.0 | | | 94.3 | |
| Approach LOS | | F | | | E | | | E | | | F | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.0 | 44.0 | 54.0 | 46.0 | 15.0 | 42.0 | 46.9 | 53.1 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | 5.0 | 6.0 | 5.0 | 6.0 | 5.0 | 6.0 |
| Max Green Setting (Gmax), s | 8.0 | 38.0 | 49.0 | 40.0 | 12.0 | 34.0 | 46.0 | 43.0 |
| Max Q Clear Time (g_c+I1), s | 10.7 | 42.0 | 50.8 | 44.0 | 9.9 | 26.2 | 41.5 | 31.8 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 2.6 | 0.4 | 3.2 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 83.2 |
| HCM 6th LOS | F |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 17 | 56 | 41 | 88 | 139 | 253 | 140 | 1196 | 91 | 296 | 1028 | 21 |
| Future Volume (veh/h) | 17 | 56 | 41 | 88 | 139 | 253 | 140 | 1196 | 91 | 296 | 1028 | 21 |
| 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 | | 0.99 | 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 | 1900 | 1900 | 1885 | 1885 | 1885 | 1870 | 1900 | 1870 | 1870 | 1885 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 18 | 59 | 43 | 93 | 146 | 266 | 147 | 1259 | 0 | 312 | 1082 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 2 | 2 | 1 | 2 | 2 |
| Cap, veh/h | 41 | 296 | 246 | 131 | 388 | 324 | 190 | 1583 | | 353 | 1880 | |
| Arrive On Green | 0.02 | 0.16 | 0.16 | 0.07 | 0.21 | 0.21 | 0.11 | 0.45 | 0.00 | 0.20 | 0.53 | 0.00 |
| Sat Flow, veh/h | 1810 | 1900 | 1582 | 1795 | 1885 | 1573 | 1810 | 3647 | 0 | 1795 | 3647 | 0 |
| Grp Volume(v), veh/h | 18 | 59 | 43 | 93 | 146 | 266 | 147 | 1259 | 0 | 312 | 1082 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1900 | 1582 | 1795 | 1885 | 1573 | 1810 | 1777 | 0 | 1795 | 1777 | 0 |
| Q Serve(g_s), s | 1.2 | 3.3 | 2.9 | 6.3 | 8.2 | 20.0 | 9.8 | 37.6 | 0.0 | 20.9 | 25.5 | 0.0 |
| Cycle Q Clear(g_c), s | 1.2 | 3.3 | 2.9 | 6.3 | 8.2 | 20.0 | 9.8 | 37.6 | 0.0 | 20.9 | 25.5 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 41 | 296 | 246 | 131 | 388 | 324 | 190 | 1583 | | 353 | 1880 | |
| V/C Ratio(X) | 0.44 | 0.20 | 0.17 | 0.71 | 0.38 | 0.82 | 0.77 | 0.80 | | 0.88 | 0.58 | |
| Avail Cap(c_a), veh/h | 94 | 461 | 384 | 232 | 604 | 504 | 380 | 2644 | | 697 | 3247 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 59.7 | 45.5 | 45.3 | 56.0 | 42.3 | 46.9 | 53.9 | 29.4 | 0.0 | 48.3 | 19.7 | 0.0 |
| Incr Delay (d2), s/veh | 7.2 | 0.3 | 0.3 | 6.9 | 0.6 | 6.2 | 6.5 | 0.9 | 0.0 | 7.3 | 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 | 0.6 | 1.6 | 1.2 | 3.1 | 3.9 | 8.4 | 4.8 | 16.0 | 0.0 | 10.1 | 10.4 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 66.8 | 45.8 | 45.7 | 63.0 | 42.9 | 53.1 | 60.4 | 30.4 | 0.0 | 55.6 | 20.0 | 0.0 |
| LnGrp LOS | E | D | D | E | D | D | E | C | | E | C | |
| Approach Vol, veh/h | | 120 | | | 505 | | | 1406 | A | | 1394 | A |
| Approach Delay, s/veh | | 48.9 | | | 52.0 | | | 33.5 | | | 28.0 | |
| Approach LOS | | D | | | D | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 88.3 | 59.1 | 13.0 | 23.2 | 18.0 | 69.4 | 6.8 | 29.4 |
| Change Period (Y+Rc), s | 4.5 | 6.0 | 5.0 | 5.0 | 6.0 | 6.0 | 4.5 | 5.0 |
| Max Green Setting (Gmax), s | 47.5 | 90.0 | 15.0 | 29.0 | 25.0 | 111.0 | 5.9 | 38.6 |
| Max Q Clear Time (g_c+I1), s | 22.8 | 39.6 | 8.3 | 5.3 | 11.8 | 27.5 | 3.2 | 22.0 |
| Green Ext Time (p_c), s | 0.9 | 13.5 | 0.1 | 0.4 | 0.3 | 10.9 | 0.0 | 1.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 34.5 |
| HCM 6th LOS | C |

**Notes**

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 185 | 99 | 125 | 30 | 113 | 53 | 128 | 979 | 16 | 41 | 881 | 149 |
| Future Volume (veh/h) | 185 | 99 | 125 | 30 | 113 | 53 | 128 | 979 | 16 | 41 | 881 | 149 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.97 | 1.00 | | 0.97 |
| 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 | 1900 | 1885 | 1900 | 1870 | 1870 | 1900 | 1856 | 1856 | 1900 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 195 | 104 | 132 | 32 | 119 | 56 | 135 | 1031 | 17 | 43 | 927 | 157 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 0 | 1 | 0 | 2 | 2 | 0 | 3 | 3 | 0 | 1 | 1 |
| Cap, veh/h | 239 | 450 | 378 | 62 | 165 | 78 | 175 | 1724 | 28 | 74 | 1313 | 222 |
| Arrive On Green | 0.13 | 0.24 | 0.24 | 0.03 | 0.14 | 0.13 | 0.10 | 0.49 | 0.47 | 0.04 | 0.43 | 0.41 |
| Sat Flow, veh/h | 1781 | 1900 | 1596 | 1810 | 1202 | 565 | 1810 | 3547 | 58 | 1810 | 3048 | 516 |
| Grp Volume(v), veh/h | 195 | 104 | 132 | 32 | 0 | 175 | 135 | 512 | 536 | 43 | 544 | 540 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1900 | 1596 | 1810 | 0 | 1767 | 1810 | 1763 | 1843 | 1810 | 1791 | 1774 |
| Q Serve(g_s), s | 8.5 | 3.5 | 5.5 | 1.4 | 0.0 | 7.5 | 5.8 | 16.7 | 16.7 | 1.9 | 19.7 | 19.8 |
| Cycle Q Clear(g_c), s | 8.5 | 3.5 | 5.5 | 1.4 | 0.0 | 7.5 | 5.8 | 16.7 | 16.7 | 1.9 | 19.7 | 19.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.32 | 1.00 | | 0.03 | 1.00 | | 0.29 |
| Lane Grp Cap(c), veh/h | 239 | 450 | 378 | 62 | 0 | 243 | 175 | 857 | 896 | 74 | 771 | 764 |
| V/C Ratio(X) | 0.82 | 0.23 | 0.35 | 0.51 | 0.00 | 0.72 | 0.77 | 0.60 | 0.60 | 0.58 | 0.71 | 0.71 |
| Avail Cap(c_a), veh/h | 592 | 1029 | 864 | 155 | 0 | 521 | 433 | 1512 | 1581 | 205 | 1311 | 1298 |
| 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 | 33.4 | 24.5 | 25.2 | 37.7 | 0.0 | 32.8 | 35.0 | 14.8 | 14.8 | 37.4 | 18.5 | 18.7 |
| Incr Delay (d2), s/veh | 2.6 | 0.3 | 0.7 | 2.4 | 0.0 | 4.8 | 2.7 | 0.8 | 0.8 | 2.6 | 1.4 | 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 | 3.7 | 1.6 | 2.1 | 0.6 | 0.0 | 3.5 | 2.6 | 6.3 | 6.6 | 0.9 | 7.9 | 7.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 36.0 | 24.8 | 25.9 | 40.1 | 0.0 | 37.7 | 37.8 | 15.6 | 15.6 | 40.0 | 19.9 | 20.1 |
| LnGrp LOS | D | C | C | D | A | D | D | B | B | D | B | C |
| Approach Vol, veh/h | | 431 | | | 207 | | | 1183 | | | 1127 | |
| Approach Delay, s/veh | | 30.2 | | | 38.0 | | | 18.1 | | | 20.8 | |
| Approach LOS | | C | | | D | | | B | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.3 | 42.6 | 6.7 | 22.8 | 11.7 | 38.2 | 14.7 | 14.9 |
| Change Period (Y+Rc), s | * 4.2 | 5.3 | * 4.2 | * 4.2 | * 4.2 | 5.3 | * 4.2 | * 4.2 |
| Max Green Setting (Gmax), s | * 8.8 | 66.8 | * 6.6 | * 43 | * 19 | 56.8 | * 26 | * 23 |
| Max Q Clear Time (g_c+I1), s | 3.9 | 18.7 | 3.4 | 7.5 | 7.8 | 21.8 | 10.5 | 9.5 |
| Green Ext Time (p_c), s | 0.0 | 11.1 | 0.0 | 1.3 | 0.1 | 11.1 | 0.1 | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 22.3 |
| HCM 6th LOS | C |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 140 | 251 | 114 | 44 | 264 | 68 | 155 | 1004 | 62 | 87 | 847 | 151 |
| Future Volume (veh/h) | 140 | 251 | 114 | 44 | 264 | 68 | 155 | 1004 | 62 | 87 | 847 | 151 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.97 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1856 | 1885 | 1885 | 1870 | 1841 | 1870 | 1870 | 1900 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 147 | 264 | 120 | 46 | 278 | 72 | 163 | 1057 | 65 | 92 | 892 | 159 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 3 | 1 | 1 | 2 | 4 | 2 | 2 | 0 | 2 | 2 |
| Cap, veh/h | 273 | 594 | 489 | 281 | 608 | 508 | 224 | 1663 | 102 | 134 | 1277 | 228 |
| Arrive On Green | 0.31 | 0.31 | 0.31 | 0.32 | 0.32 | 0.32 | 0.13 | 0.49 | 0.47 | 0.07 | 0.43 | 0.42 |
| Sat Flow, veh/h | 1045 | 1900 | 1565 | 1006 | 1885 | 1578 | 1753 | 3399 | 209 | 1810 | 2999 | 534 |
| Grp Volume(v), veh/h | 147 | 264 | 120 | 46 | 278 | 72 | 163 | 552 | 570 | 92 | 528 | 523 |
| Grp Sat Flow(s),veh/h/ln | 1045 | 1900 | 1565 | 1006 | 1885 | 1578 | 1753 | 1777 | 1831 | 1810 | 1777 | 1757 |
| Q Serve(g_s), s | 13.8 | 11.6 | 6.0 | 4.0 | 12.3 | 3.4 | 9.3 | 24.1 | 24.2 | 5.2 | 25.4 | 25.5 |
| Cycle Q Clear(g_c), s | 26.0 | 11.6 | 6.0 | 15.5 | 12.3 | 3.4 | 9.3 | 24.1 | 24.2 | 5.2 | 25.4 | 25.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.11 | 1.00 | | 0.30 |
| Lane Grp Cap(c), veh/h | 273 | 594 | 489 | 281 | 608 | 508 | 224 | 869 | 896 | 134 | 756 | 748 |
| V/C Ratio(X) | 0.54 | 0.44 | 0.25 | 0.16 | 0.46 | 0.14 | 0.73 | 0.64 | 0.64 | 0.69 | 0.70 | 0.70 |
| Avail Cap(c_a), veh/h | 426 | 872 | 718 | 419 | 865 | 724 | 419 | 1224 | 1261 | 242 | 1037 | 1025 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 39.4 | 28.7 | 26.7 | 34.1 | 28.2 | 25.2 | 43.9 | 19.8 | 19.9 | 47.2 | 24.5 | 24.7 |
| Incr Delay (d2), s/veh | 2.3 | 0.7 | 0.4 | 0.4 | 0.8 | 0.2 | 1.7 | 1.7 | 1.6 | 2.3 | 2.6 | 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 | 3.7 | 5.4 | 2.3 | 1.0 | 5.6 | 1.3 | 4.1 | 10.0 | 10.3 | 2.4 | 10.9 | 10.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 41.7 | 29.4 | 27.1 | 34.5 | 28.9 | 25.3 | 45.6 | 21.4 | 21.5 | 49.6 | 27.1 | 27.3 |
| LnGrp LOS | D | C | C | C | C | C | D | C | C | D | C | C |
| Approach Vol, veh/h | | 531 | | | 396 | | | 1285 | | | 1143 | |
| Approach Delay, s/veh | | 32.3 | | | 28.9 | | | 24.5 | | | 29.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.7 | 55.1 | | 37.7 | 17.4 | 49.5 | | 37.7 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | | * 6 | 6.0 | * 6 | | 6.0 |
| Max Green Setting (Gmax), s | 13.0 | 70.0 | | * 47 | 23.0 | * 60 | | 46.0 |
| Max Q Clear Time (g_c+I1), s | 17.3 | 26.2 | | 28.0 | 11.3 | 27.5 | | 17.5 |
| Green Ext Time (p_c), s | 0.0 | 20.0 | | 3.7 | 0.1 | 16.0 | | 3.2 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 27.8 |
| HCM 6th LOS | C |

**Notes**

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 250 | 410 | 143 | 117 | 605 | 168 | 159 | 765 | 48 | 80 | 732 | 193 |
| Future Volume (veh/h) | 250 | 410 | 143 | 117 | 605 | 168 | 159 | 765 | 48 | 80 | 732 | 193 |
| 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 | | 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 | 1885 | 1900 | 1900 | 1885 | 1900 | 1900 | 1885 | 1856 | 1856 | 1885 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 263 | 432 | 151 | 123 | 637 | 177 | 167 | 805 | 51 | 84 | 771 | 203 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 3 | 1 | 2 | 2 |
| Cap, veh/h | 299 | 884 | 306 | 160 | 725 | 201 | 204 | 1296 | 82 | 118 | 939 | 247 |
| Arrive On Green | 0.17 | 0.34 | 0.33 | 0.09 | 0.26 | 0.25 | 0.11 | 0.39 | 0.38 | 0.07 | 0.34 | 0.33 |
| Sat Flow, veh/h | 1795 | 2619 | 906 | 1795 | 2789 | 774 | 1795 | 3363 | 213 | 1795 | 2781 | 732 |
| Grp Volume(v), veh/h | 263 | 296 | 287 | 123 | 412 | 402 | 167 | 422 | 434 | 84 | 493 | 481 |
| Grp Sat Flow(s),veh/h/ln | 1795 | 1805 | 1720 | 1795 | 1805 | 1757 | 1795 | 1763 | 1813 | 1795 | 1777 | 1736 |
| Q Serve(g_s), s | 18.8 | 17.1 | 17.5 | 8.8 | 28.7 | 28.8 | 11.9 | 25.4 | 25.4 | 6.0 | 33.4 | 33.4 |
| Cycle Q Clear(g_c), s | 18.8 | 17.1 | 17.5 | 8.8 | 28.7 | 28.8 | 11.9 | 25.4 | 25.4 | 6.0 | 33.4 | 33.4 |
| Prop In Lane | 1.00 | | 0.53 | 1.00 | | 0.44 | 1.00 | | 0.12 | 1.00 | | 0.42 |
| Lane Grp Cap(c), veh/h | 299 | 609 | 580 | 160 | 469 | 457 | 204 | 679 | 699 | 118 | 600 | 586 |
| V/C Ratio(X) | 0.88 | 0.49 | 0.49 | 0.77 | 0.88 | 0.88 | 0.82 | 0.62 | 0.62 | 0.71 | 0.82 | 0.82 |
| Avail Cap(c_a), veh/h | 355 | 619 | 589 | 246 | 509 | 495 | 232 | 711 | 732 | 178 | 663 | 648 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 53.4 | 34.5 | 34.8 | 58.5 | 46.6 | 46.8 | 56.9 | 32.6 | 32.7 | 60.1 | 39.9 | 40.1 |
| Incr Delay (d2), s/veh | 17.3 | 0.6 | 0.7 | 2.9 | 15.2 | 15.7 | 16.0 | 2.4 | 2.3 | 2.9 | 9.0 | 9.2 |
| 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 | 9.9 | 7.7 | 7.5 | 4.1 | 14.8 | 14.6 | 6.3 | 11.3 | 11.6 | 2.8 | 16.0 | 15.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 70.7 | 35.1 | 35.5 | 61.4 | 61.7 | 62.5 | 72.8 | 35.0 | 35.0 | 63.0 | 48.8 | 49.2 |
| LnGrp LOS | E | D | D | E | E | E | E | D | D | E | D | D |
| Approach Vol, veh/h | | 846 | | | 937 | | | 1023 | | | 1058 | |
| Approach Delay, s/veh | | 46.3 | | | 62.0 | | | 41.2 | | | 50.1 | |
| Approach LOS | | D | | | E | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.7 | 54.6 | 15.7 | 48.3 | 18.9 | 48.3 | 25.9 | 38.2 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 12.0 | 52.0 | 17.0 | 44.0 | 16.0 | 48.0 | 25.0 | 36.0 |
| Max Q Clear Time (g_c+I1), s | 7.8 | 27.4 | 10.8 | 19.5 | 13.9 | 35.4 | 20.8 | 30.8 |
| Green Ext Time (p_c), s | 0.0 | 10.8 | 0.0 | 3.8 | 0.0 | 7.9 | 0.1 | 2.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 49.8 |
| HCM 6th LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 1871 | 250 | 71 | 1229 | 1 | 248 | 0 | 69 | 1 | 1 | 0 |
| Future Volume (veh/h) | 1 | 1871 | 250 | 71 | 1229 | 1 | 248 | 0 | 69 | 1 | 1 | 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 | 1900 | 1885 | 1900 | 1900 | 1856 | 1856 | 1885 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 1 | 1969 | 263 | 75 | 1294 | 1 | 261 | 0 | 73 | 1 | 1 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 1 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 2 | 2296 | 1030 | 88 | 2504 | 2 | 290 | 0 | 271 | 21 | 9 | 0 |
| Arrive On Green | 0.00 | 0.64 | 0.64 | 0.05 | 0.69 | 0.68 | 0.16 | 0.00 | 0.16 | 0.01 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1810 | 3582 | 1606 | 1810 | 3615 | 3 | 1795 | 0 | 1610 | 1810 | 1900 | 0 |
| Grp Volume(v), veh/h | 1 | 1969 | 263 | 75 | 631 | 664 | 261 | 0 | 73 | 1 | 1 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1791 | 1606 | 1810 | 1763 | 1855 | 1795 | 0 | 1610 | 1810 | 1900 | 0 |
| Q Serve(g_s), s | 0.1 | 51.3 | 8.2 | 4.8 | 20.0 | 20.0 | 16.7 | 0.0 | 4.7 | 0.1 | 0.1 | 0.0 |
| Cycle Q Clear(g_c), s | 0.1 | 51.3 | 8.2 | 4.8 | 20.0 | 20.0 | 16.7 | 0.0 | 4.7 | 0.1 | 0.1 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 2 | 2296 | 1030 | 88 | 1221 | 1285 | 290 | 0 | 271 | 21 | 9 | 0 |
| V/C Ratio(X) | 0.65 | 0.86 | 0.26 | 0.85 | 0.52 | 0.52 | 0.90 | 0.00 | 0.27 | 0.05 | 0.11 | 0.00 |
| Avail Cap(c_a), veh/h | 70 | 2373 | 1064 | 93 | 1221 | 1285 | 295 | 0 | 275 | 541 | 555 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 58.5 | 16.7 | 9.0 | 55.2 | 8.6 | 8.6 | 48.1 | 0.0 | 42.8 | 57.2 | 58.0 | 0.0 |
| Incr Delay (d2), s/veh | 103.3 | 3.4 | 0.2 | 44.6 | 0.5 | 0.5 | 27.3 | 0.0 | 0.2 | 0.3 | 1.8 | 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 | 0.1 | 20.3 | 2.8 | 3.3 | 7.2 | 7.5 | 9.6 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 161.7 | 20.2 | 9.2 | 99.8 | 9.1 | 9.1 | 75.4 | 0.0 | 43.0 | 57.5 | 59.8 | 0.0 |
| LnGrp LOS | F | C | A | F | A | A | E | A | D | E | E | A |
| Approach Vol, veh/h | | 2233 | | | 1370 | | | 334 | | | 2 | |
| Approach Delay, s/veh | | 18.9 | | | 14.1 | | | 68.3 | | | 58.6 | |
| Approach LOS | | B | | | B | | | E | | | E | |

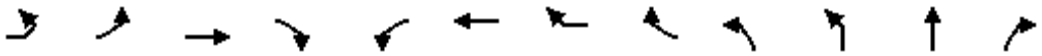
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.7 | 79.0 | | 4.6 | 3.7 | 85.0 | | 23.7 |
| Change Period (Y+Rc), s | 3.5 | 6.0 | | * 4.2 | 3.5 | 6.0 | | 5.0 |
| Max Green Setting (Gmax), s | 6.5 | 75.5 | | * 34 | 5.0 | 77.0 | | 19.0 |
| Max Q Clear Time (g_c+I1), s | 6.8 | 53.3 | | 2.1 | 2.1 | 22.0 | | 18.7 |
| Green Ext Time (p_c), s | 0.0 | 19.7 | | 0.0 | 0.0 | 19.9 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 21.5 |
| HCM 6th LOS | C |

**Notes**

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



| Movement | EBL2 | EBL | EBT | EBR | WBL | WBT | WBR | WBR2 | NBL2 | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 2 | 22 | 118 | 72 | 55 | 95 | 21 | 7 | 15 | 420 | 170 | 29 |
| Future Volume (vph) | 2 | 22 | 118 | 72 | 55 | 95 | 21 | 7 | 15 | 420 | 170 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.0 | | | 4.0 | | | | 4.0 | 4.0 | |
| Lane Util. Factor | | | 1.00 | | | 1.00 | | | | 1.00 | 0.95 | |
| Frpb, ped/bikes | | | 0.99 | | | 0.99 | | | | 1.00 | 1.00 | |
| Flpb, ped/bikes | | | 1.00 | | | 1.00 | | | | 1.00 | 1.00 | |
| Frt | | | 0.95 | | | 0.98 | | | | 1.00 | 0.98 | |
| Flt Protected | | | 0.99 | | | 0.98 | | | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | 1736 | | | 1786 | | | | 1788 | 3455 | |
| Flt Permitted | | | 0.95 | | | 0.68 | | | | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | 1653 | | | 1233 | | | | 1788 | 3455 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 2 | 23 | 124 | 76 | 58 | 100 | 22 | 7 | 16 | 442 | 179 | 31 |
| RTOR Reduction (vph) | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 213 | 0 | 0 | 186 | 0 | 0 | 0 | 458 | 201 | 0 |
| Confl. Peds. (#/hr) | 10 | 3 | | 2 | 2 | | 10 | 3 | 4 | 10 | | 4 |
| Confl. Bikes (#/hr) | | | | 1 | | | 1 | | | | | |
| Heavy Vehicles (%) | 0% | 0% | 3% | 4% | 3% | 1% | 0% | 0% | 0% | 1% | 2% | 0% |
| Turn Type | Perm | Perm | NA | | Perm | NA | | | Split | Split | NA | |
| Protected Phases | | | 4 | | | 4 | | | 2 | 2 | 2 | |
| Permitted Phases | 4 | 4 | | | 4 | | | | | | | |
| Actuated Green, G (s) | | | 24.5 | | | 24.5 | | | | 37.0 | 37.0 | |
| Effective Green, g (s) | | | 25.6 | | | 25.6 | | | | 38.6 | 38.6 | |
| Actuated g/C Ratio | | | 0.21 | | | 0.21 | | | | 0.31 | 0.31 | |
| Clearance Time (s) | | | 5.1 | | | 5.1 | | | | 5.6 | 5.6 | |
| Vehicle Extension (s) | | | 2.0 | | | 2.0 | | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | 344 | | | 257 | | | | 562 | 1086 | |
| v/s Ratio Prot | | | | | | | | | | c0.26 | 0.06 | |
| v/s Ratio Perm | | | 0.13 | | | c0.15 | | | | | | |
| v/c Ratio | | | 0.62 | | | 0.72 | | | | 0.81 | 0.19 | |
| Uniform Delay, d1 | | | 44.2 | | | 45.3 | | | | 38.8 | 30.7 | |
| Progression Factor | | | 1.00 | | | 1.00 | | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | 2.3 | | | 8.3 | | | | 8.9 | 0.1 | |
| Delay (s) | | | 46.5 | | | 53.6 | | | | 47.7 | 30.7 | |
| Level of Service | | | D | | | D | | | | D | C | |
| Approach Delay (s) | | | 46.5 | | | 53.6 | | | | | 42.4 | |
| Approach LOS | | | D | | | D | | | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 48.0 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.75 | | |
| Actuated Cycle Length (s) | 122.8 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 89.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | SBL | SBT | SBR | SBR2 | SEL2 | SEL | SER | SER2 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 3 | 222 | 18 | 1 | 6 | 43 | 228 | 5 |
| Future Volume (vph) | 3 | 222 | 18 | 1 | 6 | 43 | 228 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | | 4.0 | 4.0 | |
| Lane Util. Factor | | 1.00 | | | | 1.00 | 1.00 | |
| Frpb, ped/bikes | | 1.00 | | | | 1.00 | 0.96 | |
| Flpb, ped/bikes | | 1.00 | | | | 1.00 | 1.00 | |
| Frt | | 0.99 | | | | 1.00 | 0.85 | |
| Flt Protected | | 1.00 | | | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1848 | | | | 1805 | 1541 | |
| Flt Permitted | | 1.00 | | | | 0.95 | 1.00 | |
| Satd. Flow (perm) | | 1848 | | | | 1805 | 1541 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 3 | 234 | 19 | 1 | 6 | 45 | 240 | 5 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 |
| Lane Group Flow (vph) | 0 | 257 | 0 | 0 | 0 | 51 | 164 | 0 |
| Confl. Peds. (#/hr) | 4 | | 4 | 10 | 3 | 4 | 2 | 4 |
| Confl. Bikes (#/hr) | | | | | | | 2 | |
| Heavy Vehicles (%) | 0% | 1% | 5% | 0% | 0% | 0% | 1% | 0% |
| Turn Type | Split | NA | | | Prot | Prot | Perm | |
| Protected Phases | 3 | 3 | | | 1 | 1 | | |
| Permitted Phases | | | | | | | 1 | |
| Actuated Green, G (s) | | 21.4 | | | | 18.0 | 18.0 | |
| Effective Green, g (s) | | 23.0 | | | | 19.6 | 19.6 | |
| Actuated g/C Ratio | | 0.19 | | | | 0.16 | 0.16 | |
| Clearance Time (s) | | 5.6 | | | | 5.6 | 5.6 | |
| Vehicle Extension (s) | | 2.0 | | | | 2.0 | 2.0 | |
| Lane Grp Cap (vph) | | 346 | | | | 288 | 245 | |
| v/s Ratio Prot | | c0.14 | | | | 0.03 | | |
| v/s Ratio Perm | | | | | | | c0.11 | |
| v/c Ratio | | 0.74 | | | | 0.18 | 0.67 | |
| Uniform Delay, d1 | | 47.1 | | | | 44.6 | 48.6 | |
| Progression Factor | | 1.00 | | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 7.3 | | | | 0.1 | 5.6 | |
| Delay (s) | | 54.5 | | | | 44.7 | 54.1 | |
| Level of Service | | D | | | | D | D | |
| Approach Delay (s) | | 54.5 | | | | 52.5 | | |
| Approach LOS | | D | | | | D | | |

| Intersection Summary |
|---|



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 49 | 247 | 187 | 135 | 212 | 37 | 213 | 593 | 138 | 83 | 633 | 33 |
| Future Volume (veh/h) | 49 | 247 | 187 | 135 | 212 | 37 | 213 | 593 | 138 | 83 | 633 | 33 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.97 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 52 | 260 | 197 | 142 | 223 | 39 | 224 | 624 | 145 | 87 | 666 | 35 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 |
| Cap, veh/h | 53 | 442 | 359 | 168 | 898 | 154 | 258 | 721 | 594 | 99 | 1477 | 77 |
| Arrive On Green | 0.03 | 0.23 | 0.23 | 0.09 | 0.30 | 0.28 | 0.14 | 0.38 | 0.39 | 0.06 | 0.30 | 0.28 |
| Sat Flow, veh/h | 1810 | 1900 | 1545 | 1810 | 3038 | 521 | 1810 | 1885 | 1528 | 1795 | 4999 | 261 |
| Grp Volume(v), veh/h | 52 | 260 | 197 | 142 | 130 | 132 | 224 | 624 | 145 | 87 | 456 | 245 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1900 | 1545 | 1810 | 1791 | 1769 | 1810 | 1885 | 1528 | 1795 | 1716 | 1829 |
| Q Serve(g_s), s | 1.9 | 8.2 | 7.6 | 5.2 | 3.7 | 3.9 | 8.2 | 20.6 | 4.3 | 3.2 | 7.3 | 7.4 |
| Cycle Q Clear(g_c), s | 1.9 | 8.2 | 7.6 | 5.2 | 3.7 | 3.9 | 8.2 | 20.6 | 4.3 | 3.2 | 7.3 | 7.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.29 | 1.00 | | 1.00 | 1.00 | | 0.14 |
| Lane Grp Cap(c), veh/h | 53 | 442 | 359 | 168 | 530 | 523 | 258 | 721 | 594 | 99 | 1014 | 540 |
| V/C Ratio(X) | 0.97 | 0.59 | 0.55 | 0.85 | 0.24 | 0.25 | 0.87 | 0.87 | 0.24 | 0.88 | 0.45 | 0.45 |
| Avail Cap(c_a), veh/h | 257 | 878 | 714 | 509 | 1077 | 1063 | 758 | 1759 | 1435 | 346 | 2424 | 1292 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 32.7 | 23.0 | 22.8 | 30.2 | 18.1 | 18.3 | 28.3 | 19.2 | 13.9 | 31.7 | 19.3 | 19.4 |
| Incr Delay (d2), s/veh | 29.1 | 0.5 | 0.5 | 4.5 | 0.1 | 0.1 | 3.5 | 1.3 | 0.1 | 8.8 | 0.1 | 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 | 1.3 | 3.5 | 2.6 | 2.4 | 1.5 | 1.5 | 3.6 | 8.3 | 1.4 | 1.6 | 2.7 | 3.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 61.8 | 23.5 | 23.3 | 34.6 | 18.1 | 18.4 | 31.8 | 20.5 | 14.0 | 40.5 | 19.4 | 19.6 |
| LnGrp LOS | E | C | C | C | B | B | C | C | B | D | B | B |
| Approach Vol, veh/h | | 509 | | | 404 | | | 993 | | | 788 | |
| Approach Delay, s/veh | | 27.3 | | | 24.0 | | | 22.1 | | | 21.8 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.0 | 24.0 | 7.7 | 29.8 | 10.3 | 19.7 | 13.6 | 23.9 |
| Change Period (Y+Rc), s | 3.5 | 5.3 | 3.5 | 4.9 | 3.5 | 5.3 | 3.5 | 4.9 |
| Max Green Setting (Gmax), s | 10.1 | 39.3 | 13.5 | 62.1 | 19.5 | 29.9 | 28.8 | 46.8 |
| Max Q Clear Time (g_c+I1), s | 3.9 | 5.9 | 5.2 | 22.6 | 7.2 | 10.2 | 10.2 | 9.4 |
| Green Ext Time (p_c), s | 0.0 | 0.8 | 0.0 | 2.3 | 0.0 | 0.9 | 0.1 | 2.5 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 23.3 |
| HCM 6th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 105 | 234 | 182 | 144 | 392 | 81 | 291 | 829 | 104 | 155 | 701 | 118 |
| Future Volume (veh/h) | 105 | 234 | 182 | 144 | 392 | 81 | 291 | 829 | 104 | 155 | 701 | 118 |
| 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 | | 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 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 111 | 246 | 192 | 152 | 413 | 85 | 306 | 873 | 109 | 163 | 738 | 124 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Cap, veh/h | 132 | 470 | 351 | 177 | 792 | 161 | 336 | 1352 | 590 | 189 | 905 | 152 |
| Arrive On Green | 0.07 | 0.24 | 0.23 | 0.10 | 0.27 | 0.25 | 0.19 | 0.38 | 0.38 | 0.11 | 0.30 | 0.28 |
| Sat Flow, veh/h | 1810 | 1934 | 1443 | 1795 | 2944 | 600 | 1795 | 3582 | 1563 | 1795 | 3063 | 514 |
| Grp Volume(v), veh/h | 111 | 227 | 211 | 152 | 250 | 248 | 306 | 873 | 109 | 163 | 431 | 431 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1791 | 1586 | 1795 | 1791 | 1753 | 1795 | 1791 | 1563 | 1795 | 1791 | 1786 |
| Q Serve(g_s), s | 5.5 | 10.0 | 10.7 | 7.6 | 10.8 | 11.1 | 15.2 | 18.3 | 4.3 | 8.1 | 20.4 | 20.4 |
| Cycle Q Clear(g_c), s | 5.5 | 10.0 | 10.7 | 7.6 | 10.8 | 11.1 | 15.2 | 18.3 | 4.3 | 8.1 | 20.4 | 20.4 |
| Prop In Lane | 1.00 | | 0.91 | 1.00 | | 0.34 | 1.00 | | 1.00 | 1.00 | | 0.29 |
| Lane Grp Cap(c), veh/h | 132 | 435 | 386 | 177 | 482 | 471 | 336 | 1352 | 590 | 189 | 529 | 528 |
| V/C Ratio(X) | 0.84 | 0.52 | 0.55 | 0.86 | 0.52 | 0.53 | 0.91 | 0.65 | 0.18 | 0.86 | 0.82 | 0.82 |
| Avail Cap(c_a), veh/h | 302 | 658 | 583 | 295 | 654 | 640 | 534 | 1768 | 771 | 354 | 705 | 703 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 41.7 | 29.9 | 30.8 | 40.5 | 28.3 | 28.6 | 36.3 | 23.4 | 19.0 | 40.1 | 29.8 | 30.0 |
| Incr Delay (d2), s/veh | 5.4 | 0.4 | 0.5 | 6.0 | 0.3 | 0.3 | 9.5 | 0.2 | 0.1 | 4.4 | 4.1 | 4.1 |
| 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 | 2.6 | 4.3 | 4.1 | 3.6 | 4.6 | 4.6 | 7.4 | 7.5 | 1.5 | 3.8 | 9.1 | 9.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 47.2 | 30.3 | 31.2 | 46.5 | 28.6 | 29.0 | 45.8 | 23.6 | 19.1 | 44.5 | 33.9 | 34.1 |
| LnGrp LOS | D | C | C | D | C | C | D | C | B | D | C | C |
| Approach Vol, veh/h | | 549 | | | 650 | | | 1288 | | | 1025 | |
| Approach Delay, s/veh | | 34.0 | | | 32.9 | | | 28.5 | | | 35.7 | |
| Approach LOS | | C | | | C | | | C | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.6 | 38.4 | 13.0 | 26.2 | 21.1 | 30.9 | 10.6 | 28.5 |
| Change Period (Y+Rc), s | 3.5 | 5.0 | 3.5 | 5.5 | 3.5 | 5.0 | 3.5 | 5.5 |
| Max Green Setting (Gmax), s | 10.1 | 44.0 | 15.5 | 32.0 | 27.6 | 34.9 | 15.7 | 31.8 |
| Max Q Clear Time (g_c+I1), s | 10.1 | 20.3 | 9.6 | 12.7 | 17.2 | 22.4 | 7.5 | 13.1 |
| Green Ext Time (p_c), s | 0.1 | 4.6 | 0.1 | 1.7 | 0.3 | 3.1 | 0.1 | 1.9 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 32.3 |
| HCM 6th LOS | C |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 11.2 |
| Intersection LOS | B |

| Movement | EBU | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 0 | 242 | 64 | 96 | 238 | 66 | 148 |
| Future Vol, veh/h | 0 | 242 | 64 | 96 | 238 | 66 | 148 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 0 | 3 | 1 | 2 | 1 | 3 | 2 |
| Mvmt Flow | 0 | 255 | 67 | 101 | 251 | 69 | 156 |
| Number of Lanes | 0 | 1 | 0 | 1 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 2 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 2 |
| HCM Control Delay | 11.9 | 11 | 10.7 |
| HCM LOS | B | B | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | WBLn2 |
|---|---|---|---|---|
| Vol Left, % | 31% | 0% | 100% | 0% |
| Vol Thru, % | 0% | 79% | 0% | 100% |
| Vol Right, % | 69% | 21% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 214 | 306 | 96 | 238 |
| LT Vol | 66 | 0 | 96 | 0 |
| Through Vol | 0 | 242 | 0 | 238 |
| RT Vol | 148 | 64 | 0 | 0 |
| Lane Flow Rate | 225 | 322 | 101 | 251 |
| Geometry Grp | 2 | 5 | 7 | 7 |
| Degree of Util (X) | 0.322 | 0.442 | 0.166 | 0.376 |
| Departure Headway (Hd) | 5.151 | 4.94 | 5.927 | 5.405 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 692 | 722 | 599 | 659 |
| Service Time | 3.237 | 3.027 | 3.72 | 3.197 |
| HCM Lane V/C Ratio | 0.325 | 0.446 | 0.169 | 0.381 |
| HCM Control Delay | 10.7 | 11.9 | 9.9 | 11.5 |
| HCM Lane LOS | B | B | A | B |
| HCM 95th-tile Q | 1.4 | 2.3 | 0.6 | 1.7 |

| 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 | 54 | 154 | 132 | 69 | 124 | 6 | 90 | 154 | 40 | 4 | 133 | 20 |
| Future Vol, veh/h | 54 | 154 | 132 | 69 | 124 | 6 | 90 | 154 | 40 | 4 | 133 | 20 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| Mvmt Flow | 57 | 162 | 139 | 73 | 131 | 6 | 95 | 162 | 42 | 4 | 140 | 21 |
| 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 | 14.9 | 12.2 | 14.2 | 11.4 |
| HCM LOS | B | B | B | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 32% | 16% | 35% | 3% |
| Vol Thru, % | 54% | 45% | 62% | 85% |
| Vol Right, % | 14% | 39% | 3% | 13% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 284 | 340 | 199 | 157 |
| LT Vol | 90 | 54 | 69 | 4 |
| Through Vol | 154 | 154 | 124 | 133 |
| RT Vol | 40 | 132 | 6 | 20 |
| Lane Flow Rate | 299 | 358 | 209 | 165 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.481 | 0.543 | 0.346 | 0.276 |
| Departure Headway (Hd) | 5.797 | 5.458 | 5.954 | 6.018 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 616 | 655 | 599 | 592 |
| Service Time | 3.878 | 3.534 | 4.045 | 4.114 |
| HCM Lane V/C Ratio | 0.485 | 0.547 | 0.349 | 0.279 |
| HCM Control Delay | 14.2 | 14.9 | 12.2 | 11.4 |
| HCM Lane LOS | B | B | B | B |
| HCM 95th-tile Q | 2.6 | 3.3 | 1.5 | 1.1 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 164 | 222 | 166 | 66 | 324 | 59 | 68 | 290 | 29 | 6 | 102 | 34 |
| Future Volume (veh/h) | 164 | 222 | 166 | 66 | 324 | 59 | 68 | 290 | 29 | 6 | 102 | 34 |
| 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 | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 | 1900 | 1870 | 1870 | 1856 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 173 | 234 | 175 | 69 | 341 | 62 | 72 | 305 | 31 | 6 | 107 | 36 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 2 | 2 | 2 | 0 | 2 | 2 | 3 | 0 | 0 |
| Cap, veh/h | 256 | 614 | 440 | 147 | 746 | 134 | 153 | 821 | 83 | 50 | 525 | 169 |
| Arrive On Green | 0.14 | 0.31 | 0.29 | 0.08 | 0.25 | 0.23 | 0.08 | 0.25 | 0.23 | 0.03 | 0.20 | 0.20 |
| Sat Flow, veh/h | 1795 | 1988 | 1424 | 1781 | 3000 | 539 | 1810 | 3258 | 329 | 1767 | 2680 | 864 |
| Grp Volume(v), veh/h | 173 | 210 | 199 | 69 | 200 | 203 | 72 | 165 | 171 | 6 | 71 | 72 |
| Grp Sat Flow(s),veh/h/ln | 1795 | 1791 | 1622 | 1781 | 1777 | 1762 | 1810 | 1777 | 1810 | 1767 | 1805 | 1740 |
| Q Serve(g_s), s | 4.5 | 4.5 | 4.8 | 1.8 | 4.7 | 4.8 | 1.9 | 3.7 | 3.8 | 0.2 | 1.6 | 1.7 |
| Cycle Q Clear(g_c), s | 4.5 | 4.5 | 4.8 | 1.8 | 4.7 | 4.8 | 1.9 | 3.7 | 3.8 | 0.2 | 1.6 | 1.7 |
| Prop In Lane | 1.00 | | 0.88 | 1.00 | | 0.31 | 1.00 | | 0.18 | 1.00 | | 0.50 |
| Lane Grp Cap(c), veh/h | 256 | 553 | 501 | 147 | 442 | 438 | 153 | 448 | 456 | 50 | 354 | 341 |
| V/C Ratio(X) | 0.67 | 0.38 | 0.40 | 0.47 | 0.45 | 0.46 | 0.47 | 0.37 | 0.37 | 0.12 | 0.20 | 0.21 |
| Avail Cap(c_a), veh/h | 1473 | 2167 | 1962 | 767 | 1457 | 1445 | 779 | 1676 | 1707 | 290 | 1221 | 1177 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.8 | 13.2 | 13.7 | 21.3 | 15.5 | 15.7 | 21.3 | 15.0 | 15.1 | 23.1 | 16.4 | 16.4 |
| Incr Delay (d2), s/veh | 1.2 | 0.6 | 0.7 | 0.9 | 1.0 | 1.1 | 0.8 | 0.7 | 0.7 | 0.4 | 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 | 1.8 | 1.6 | 1.6 | 0.7 | 1.8 | 1.8 | 0.7 | 1.4 | 1.5 | 0.1 | 0.6 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 21.0 | 13.8 | 14.4 | 22.2 | 16.5 | 16.8 | 22.1 | 15.8 | 15.9 | 23.5 | 16.8 | 16.9 |
| LnGrp LOS | C | B | B | C | B | B | C | B | B | C | B | B |
| Approach Vol, veh/h | | 582 | | | 472 | | | 408 | | | 149 | |
| Approach Delay, s/veh | | 16.1 | | | 17.5 | | | 16.9 | | | 17.1 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 5.4 | 16.3 | 8.0 | 19.1 | 8.1 | 13.6 | 11.0 | 16.1 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 7.6 | 45.0 | 20.0 | 58.0 | 20.0 | 32.0 | 39.0 | 39.0 |
| Max Q Clear Time (g_c+I1), s | 2.2 | 5.8 | 3.8 | 6.8 | 3.9 | 3.7 | 6.5 | 6.8 |
| Green Ext Time (p_c), s | 0.0 | 3.1 | 0.0 | 4.1 | 0.0 | 1.1 | 0.1 | 3.7 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 16.8 |
| HCM 6th LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 120 | 105 | 5 | 2 | 62 | 42 | 8 | 184 | 10 | 71 | 115 | 154 |
| Future Volume (veh/h) | 120 | 105 | 5 | 2 | 62 | 42 | 8 | 184 | 10 | 71 | 115 | 154 |
| 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 | 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 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1885 | 1885 | 1900 | 1900 | 1885 | 1900 |
| Adj Flow Rate, veh/h | 126 | 111 | 5 | 2 | 65 | 44 | 8 | 194 | 11 | 75 | 121 | 162 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Cap, veh/h | 231 | 327 | 15 | 230 | 190 | 128 | 869 | 1405 | 1197 | 921 | 1405 | 1197 |
| Arrive On Green | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Sat Flow, veh/h | 1299 | 1803 | 81 | 1287 | 1047 | 709 | 1103 | 1885 | 1606 | 1194 | 1885 | 1606 |
| Grp Volume(v), veh/h | 126 | 0 | 116 | 2 | 0 | 109 | 8 | 194 | 11 | 75 | 121 | 162 |
| Grp Sat Flow(s),veh/h/ln | 1299 | 0 | 1884 | 1287 | 0 | 1755 | 1103 | 1885 | 1606 | 1194 | 1885 | 1606 |
| Q Serve(g_s), s | 10.2 | 0.0 | 5.8 | 0.1 | 0.0 | 5.9 | 0.2 | 3.2 | 0.2 | 2.1 | 1.9 | 3.1 |
| Cycle Q Clear(g_c), s | 16.1 | 0.0 | 5.8 | 6.0 | 0.0 | 5.9 | 2.1 | 3.2 | 0.2 | 5.2 | 1.9 | 3.1 |
| Prop In Lane | 1.00 | | 0.04 | 1.00 | | 0.40 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 231 | 0 | 342 | 230 | 0 | 318 | 869 | 1405 | 1197 | 921 | 1405 | 1197 |
| V/C Ratio(X) | 0.55 | 0.00 | 0.34 | 0.01 | 0.00 | 0.34 | 0.01 | 0.14 | 0.01 | 0.08 | 0.09 | 0.14 |
| Avail Cap(c_a), veh/h | 963 | 0 | 1404 | 956 | 0 | 1308 | 869 | 1405 | 1197 | 921 | 1405 | 1197 |
| 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 | 45.9 | 0.0 | 38.8 | 41.4 | 0.0 | 38.9 | 4.1 | 3.9 | 3.6 | 4.7 | 3.8 | 3.9 |
| Incr Delay (d2), s/veh | 2.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.6 | 0.0 | 0.2 | 0.0 | 0.2 | 0.1 | 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 | 3.4 | 0.0 | 2.8 | 0.0 | 0.0 | 2.6 | 0.0 | 1.1 | 0.1 | 0.5 | 0.7 | 0.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 47.9 | 0.0 | 39.4 | 41.5 | 0.0 | 39.6 | 4.1 | 4.1 | 3.6 | 4.9 | 3.9 | 4.2 |
| LnGrp LOS | D | A | D | D | A | D | A | A | A | A | A | A |
| Approach Vol, veh/h | | 242 | | | 111 | | | 213 | | | 358 | |
| Approach Delay, s/veh | | 43.8 | | | 39.6 | | | 4.1 | | | 4.2 | |
| Approach LOS | | D | | | D | | | A | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 85.0 | 23.7 | 85.0 | 23.7 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 80.5 | 80.5 | 80.5 | 80.5 |
| Max Q Clear Time (g_c+I1), s | 5.2 | 18.1 | 7.2 | 8.0 |
| Green Ext Time (p_c), s | 1.3 | 1.1 | 1.6 | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 18.8 |
| HCM 6th LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 26 | 254 | 49 | 313 | 174 | 95 | 63 | 586 | 237 | 116 | 982 | 37 |
| Future Volume (veh/h) | 26 | 254 | 49 | 313 | 174 | 95 | 63 | 586 | 237 | 116 | 982 | 37 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1885 | 1900 | 1885 | 1870 | 1870 | 1900 | 1870 | 1870 | 1900 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 27 | 267 | 52 | 329 | 183 | 100 | 66 | 617 | 249 | 122 | 1034 | 39 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 2 | 2 | 0 | 1 | 1 |
| Cap, veh/h | 317 | 331 | 277 | 418 | 435 | 363 | 101 | 871 | 351 | 166 | 1366 | 52 |
| Arrive On Green | 0.18 | 0.18 | 0.18 | 0.23 | 0.23 | 0.23 | 0.06 | 0.35 | 0.33 | 0.09 | 0.39 | 0.37 |
| Sat Flow, veh/h | 1810 | 1885 | 1577 | 1795 | 1870 | 1559 | 1810 | 2470 | 996 | 1810 | 3519 | 133 |
| Grp Volume(v), veh/h | 27 | 267 | 52 | 329 | 183 | 100 | 66 | 444 | 422 | 122 | 526 | 547 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1885 | 1577 | 1795 | 1870 | 1559 | 1810 | 1777 | 1689 | 1810 | 1791 | 1861 |
| Q Serve(g_s), s | 1.4 | 14.7 | 3.0 | 18.6 | 9.0 | 5.7 | 3.9 | 23.3 | 23.5 | 7.1 | 27.6 | 27.6 |
| Cycle Q Clear(g_c), s | 1.4 | 14.7 | 3.0 | 18.6 | 9.0 | 5.7 | 3.9 | 23.3 | 23.5 | 7.1 | 27.6 | 27.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.59 | 1.00 | | 0.07 |
| Lane Grp Cap(c), veh/h | 317 | 331 | 277 | 418 | 435 | 363 | 101 | 626 | 596 | 166 | 695 | 722 |
| V/C Ratio(X) | 0.09 | 0.81 | 0.19 | 0.79 | 0.42 | 0.28 | 0.65 | 0.71 | 0.71 | 0.74 | 0.76 | 0.76 |
| Avail Cap(c_a), veh/h | 535 | 557 | 466 | 663 | 691 | 576 | 167 | 886 | 843 | 267 | 993 | 1032 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 37.4 | 42.9 | 38.1 | 39.0 | 35.3 | 34.1 | 50.0 | 30.2 | 30.9 | 47.9 | 28.7 | 28.8 |
| Incr Delay (d2), s/veh | 0.1 | 3.5 | 0.2 | 4.7 | 0.9 | 0.6 | 2.6 | 1.8 | 1.9 | 2.4 | 2.4 | 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 | 0.6 | 7.1 | 1.2 | 8.7 | 4.2 | 2.2 | 1.8 | 10.1 | 9.8 | 3.3 | 12.0 | 12.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 37.4 | 46.4 | 38.3 | 43.7 | 36.2 | 34.6 | 52.6 | 32.0 | 32.9 | 50.3 | 31.1 | 31.1 |
| LnGrp LOS | D | D | D | D | D | C | D | C | C | D | C | C |
| Approach Vol, veh/h | | 346 | | | 612 | | | 932 | | | 1195 | |
| Approach Delay, s/veh | | 44.5 | | | 40.0 | | | 33.9 | | | 33.1 | |
| Approach LOS | | D | | | D | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.9 | 42.2 | | 23.0 | 10.1 | 46.0 | | 29.2 |
| Change Period (Y+Rc), s | 5.0 | 6.5 | | 5.0 | 5.0 | 6.5 | | 5.0 |
| Max Green Setting (Gmax), s | 15.0 | 51.5 | | 31.0 | 9.0 | 57.5 | | 39.0 |
| Max Q Clear Time (g_c+I1), s | 9.1 | 25.5 | | 16.7 | 5.9 | 29.6 | | 20.6 |
| Green Ext Time (p_c), s | 0.0 | 7.5 | | 1.2 | 0.0 | 9.9 | | 3.5 |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 36.0 |
| HCM 6th LOS | | D |



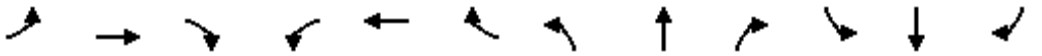
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 62 | 2 | 57 | 2 | 6 | 2 | 34 | 752 | 10 | 18 | 1326 | 51 |
| Future Volume (veh/h) | 62 | 2 | 57 | 2 | 6 | 2 | 34 | 752 | 10 | 18 | 1326 | 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 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1856 | 1885 | 1885 | 1900 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 65 | 2 | 60 | 2 | 6 | 2 | 36 | 792 | 11 | 19 | 1396 | 54 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 1 | 1 |
| Cap, veh/h | 126 | 8 | 234 | 2 | 108 | 36 | 50 | 2267 | 31 | 24 | 2166 | 84 |
| Arrive On Green | 0.07 | 0.15 | 0.13 | 0.00 | 0.08 | 0.06 | 0.03 | 0.63 | 0.60 | 0.01 | 0.62 | 0.59 |
| Sat Flow, veh/h | 1810 | 52 | 1566 | 1810 | 1364 | 455 | 1767 | 3617 | 50 | 1810 | 3516 | 136 |
| Grp Volume(v), veh/h | 65 | 0 | 62 | 2 | 0 | 8 | 36 | 392 | 411 | 19 | 710 | 740 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 0 | 1618 | 1810 | 0 | 1818 | 1767 | 1791 | 1876 | 1810 | 1791 | 1860 |
| Q Serve(g_s), s | 2.6 | 0.0 | 2.6 | 0.1 | 0.0 | 0.3 | 1.5 | 7.9 | 7.9 | 0.8 | 19.1 | 19.3 |
| Cycle Q Clear(g_c), s | 2.6 | 0.0 | 2.6 | 0.1 | 0.0 | 0.3 | 1.5 | 7.9 | 7.9 | 0.8 | 19.1 | 19.3 |
| Prop In Lane | 1.00 | | 0.97 | 1.00 | | 0.25 | 1.00 | | 0.03 | 1.00 | | 0.07 |
| Lane Grp Cap(c), veh/h | 126 | 0 | 241 | 2 | 0 | 144 | 50 | 1123 | 1176 | 24 | 1104 | 1146 |
| V/C Ratio(X) | 0.52 | 0.00 | 0.26 | 0.84 | 0.00 | 0.06 | 0.73 | 0.35 | 0.35 | 0.78 | 0.64 | 0.65 |
| Avail Cap(c_a), veh/h | 287 | 0 | 801 | 139 | 0 | 751 | 173 | 1761 | 1845 | 143 | 1735 | 1802 |
| 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 | 34.0 | 0.0 | 29.1 | 37.9 | 0.0 | 32.4 | 36.5 | 6.8 | 6.8 | 37.3 | 9.2 | 9.3 |
| Incr Delay (d2), s/veh | 1.2 | 0.0 | 0.2 | 118.5 | 0.0 | 0.1 | 7.3 | 0.3 | 0.3 | 17.9 | 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 | 1.2 | 0.0 | 1.0 | 0.1 | 0.0 | 0.1 | 0.7 | 2.6 | 2.7 | 0.5 | 6.4 | 6.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 35.2 | 0.0 | 29.3 | 156.4 | 0.0 | 32.5 | 43.8 | 7.0 | 7.0 | 55.2 | 10.1 | 10.2 |
| LnGrp LOS | D | A | C | F | A | C | D | A | A | E | B | B |
| Approach Vol, veh/h | | 127 | | | 10 | | | 839 | | | 1469 | |
| Approach Delay, s/veh | | 32.3 | | | 57.3 | | | 8.6 | | | 10.8 | |
| Approach LOS | | C | | | E | | | A | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 5.8 | 50.7 | 9.3 | 10.0 | 5.0 | 51.5 | 3.9 | 15.3 |
| Change Period (Y+Rc), s | 3.7 | 6.0 | 4.8 | 5.3 | 3.7 | 6.0 | 3.7 | 5.3 |
| Max Green Setting (Gmax), s | 7.4 | 71.4 | 11.2 | 30.0 | 6.3 | 72.5 | 6.1 | 36.2 |
| Max Q Clear Time (g_c+I1), s | 3.5 | 21.3 | 4.6 | 2.3 | 2.8 | 9.9 | 2.1 | 4.6 |
| Green Ext Time (p_c), s | 0.0 | 23.4 | 0.0 | 0.0 | 0.0 | 9.3 | 0.0 | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 11.3 |
| HCM 6th LOS | B |

**Notes**

User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 251 | 0 | 252 | 0 | 0 | 0 | 181 | 81 | 0 | 0 | 213 | 512 |
| Future Volume (vph) | 251 | 0 | 252 | 0 | 0 | 0 | 181 | 81 | 0 | 0 | 213 | 512 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.5 | | | | | 4.0 | 4.0 | | | 4.0 | 4.0 |
| Lane Util. Factor | | 0.95 | | | | | 1.00 | 0.95 | | | 0.95 | 1.00 |
| Frpb, ped/bikes | | 0.99 | | | | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Flpb, ped/bikes | | 1.00 | | | | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Frt | | 0.92 | | | | | 1.00 | 1.00 | | | 1.00 | 0.85 |
| Flt Protected | | 0.98 | | | | | 0.95 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (prot) | | 3203 | | | | | 1805 | 3539 | | | 3574 | 1615 |
| Flt Permitted | | 0.81 | | | | | 0.95 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (perm) | | 2647 | | | | | 1805 | 3539 | | | 3574 | 1615 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 264 | 0 | 265 | 0 | 0 | 0 | 191 | 85 | 0 | 0 | 224 | 539 |
| RTOR Reduction (vph) | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 434 |
| Lane Group Flow (vph) | 0 | 407 | 0 | 0 | 0 | 0 | 191 | 85 | 0 | 0 | 224 | 105 |
| Confl. Peds. (#/hr) | | | 1 | | | | | | | | | |
| Heavy Vehicles (%) | 1% | 2% | 1% | 2% | 2% | 2% | 0% | 2% | 2% | 2% | 1% | 0% |
| Turn Type | Prot | NA | | | | | Prot | NA | | | NA | Perm |
| Protected Phases | 5 | 2 | | | 6 | | 3 | 8 | | | 4 | |
| Permitted Phases | | | | 6 | | | | | | 4 | | 4 |
| Actuated Green, G (s) | | 58.8 | | | | | 16.0 | 39.3 | | | 18.8 | 18.8 |
| Effective Green, g (s) | | 58.8 | | | | | 16.5 | 41.8 | | | 21.3 | 21.3 |
| Actuated g/C Ratio | | 0.54 | | | | | 0.15 | 0.38 | | | 0.20 | 0.20 |
| Clearance Time (s) | | 4.5 | | | | | 4.5 | 6.5 | | | 6.5 | 6.5 |
| Vehicle Extension (s) | | 3.0 | | | | | 1.5 | 4.0 | | | 4.0 | 4.0 |
| Lane Grp Cap (vph) | | 1426 | | | | | 272 | 1355 | | | 697 | 315 |
| v/s Ratio Prot | | | | | | | c0.11 | 0.02 | | | 0.06 | |
| v/s Ratio Perm | | c0.15 | | | | | | | | | | c0.07 |
| v/c Ratio | | 1.00dl | | | | | 0.70 | 0.06 | | | 0.32 | 0.33 |
| Uniform Delay, d1 | | 13.7 | | | | | 44.0 | 21.3 | | | 37.7 | 37.8 |
| Progression Factor | | 1.00 | | | | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | 0.1 | | | | | 6.5 | 0.0 | | | 0.4 | 0.9 |
| Delay (s) | | 13.8 | | | | | 50.5 | 21.3 | | | 38.1 | 38.7 |
| Level of Service | | B | | | | | D | C | | | D | D |
| Approach Delay (s) | | 13.8 | | | 0.0 | | | 41.5 | | | 38.5 | |
| Approach LOS | | B | | | A | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 30.7 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.37 | | |
| Actuated Cycle Length (s) | 109.1 | Sum of lost time (s) | 14.0 |
| Intersection Capacity Utilization | 48.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 11 | 0 | 70 | 0 | 1 | 0 | 102 | 31 | 1 | 0 | 15 | 137 |
| Future Volume (veh/h) | 11 | 0 | 70 | 0 | 1 | 0 | 102 | 31 | 1 | 0 | 15 | 137 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1885 | 1900 | 1900 | 1900 | 1885 | 1856 | 1856 | 1900 | 1707 | 1900 |
| Adj Flow Rate, veh/h | 12 | 0 | 74 | 0 | 1 | 0 | 107 | 33 | 1 | 0 | 16 | 144 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 13 | 0 |
| Cap, veh/h | 209 | 0 | 184 | 0 | 6 | 0 | 255 | 882 | 27 | 6 | 416 | 393 |
| Arrive On Green | 0.12 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.14 | 0.49 | 0.45 | 0.00 | 0.24 | 0.24 |
| Sat Flow, veh/h | 1810 | 0 | 1598 | 0 | 1900 | 0 | 1795 | 1791 | 54 | 1810 | 1707 | 1610 |
| Grp Volume(v), veh/h | 12 | 0 | 74 | 0 | 1 | 0 | 107 | 0 | 34 | 0 | 16 | 144 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 0 | 1598 | 0 | 1900 | 0 | 1795 | 0 | 1846 | 1810 | 1707 | 1610 |
| Q Serve(g_s), s | 0.2 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 0.3 | 0.0 | 0.2 | 2.2 |
| Cycle Q Clear(g_c), s | 0.2 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 0.3 | 0.0 | 0.2 | 2.2 |
| Prop In Lane | 1.00 | | 1.00 | 0.00 | | 0.00 | 1.00 | | 0.03 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 209 | 0 | 184 | 0 | 6 | 0 | 255 | 0 | 909 | 6 | 416 | 393 |
| V/C Ratio(X) | 0.06 | 0.00 | 0.40 | 0.00 | 0.16 | 0.00 | 0.42 | 0.00 | 0.04 | 0.00 | 0.04 | 0.37 |
| Avail Cap(c_a), veh/h | 725 | 0 | 640 | 0 | 444 | 0 | 1127 | 0 | 2755 | 381 | 1836 | 1732 |
| 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 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.8 | 0.0 | 12.3 | 0.0 | 14.9 | 0.0 | 11.7 | 0.0 | 3.9 | 0.0 | 8.6 | 9.4 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.5 | 0.0 | 4.2 | 0.0 | 1.1 | 0.0 | 0.0 | 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 | 0.1 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.1 | 0.0 | 0.1 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 11.8 | 0.0 | 12.8 | 0.0 | 19.1 | 0.0 | 12.8 | 0.0 | 4.0 | 0.0 | 8.7 | 10.1 |
| LnGrp LOS | B | A | B | A | B | A | B | A | A | A | A | B |
| Approach Vol, veh/h | | 86 | | | 1 | | | 141 | | | 160 | |
| Approach Delay, s/veh | | 12.7 | | | 19.1 | | | 10.7 | | | 10.0 | |
| Approach LOS | | B | | | B | | | B | | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.4 | 11.3 | | 3.7 | 0.0 | 18.7 | | 7.5 |
| Change Period (Y+Rc), s | 4.5 | 5.3 | | 3.7 | 4.5 | 5.3 | | 4.9 |
| Max Green Setting (Gmax), s | 7.5 | 30.9 | | 7.3 | 5.0 | 43.4 | | 11.1 |
| Max Q Clear Time (g_c+I1), s | 3.6 | 4.2 | | 2.0 | 0.0 | 2.3 | | 3.3 |
| Green Ext Time (p_c), s | 0.2 | 0.7 | | 0.0 | 0.0 | 0.2 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 10.8 |
| HCM 6th LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 120 | 38 | 58 | 114 | 15 | 50 |
| Future Vol, veh/h | 120 | 38 | 58 | 114 | 15 | 50 |
| Conflicting Peds, #/hr | 0 | 4 | 4 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 200 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 1 | 2 | 2 | 2 | 0 | 2 |
| Mvmt Flow | 126 | 40 | 61 | 120 | 16 | 53 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 170 | 0 | 392 | 87 |
| Stage 1 | - | - | - | - | 150 | - |
| Stage 2 | - | - | - | - | 242 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.6 | 6.93 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.219 | - | 3.5 | 3.319 |
| Pot Cap-1 Maneuver | - | - | 1406 | - | 603 | 955 |
| Stage 1 | - | - | - | - | 868 | - |
| Stage 2 | - | - | - | - | 803 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1401 | - | 574 | 951 |
| Mov Cap-2 Maneuver | - | - | - | - | 574 | - |
| Stage 1 | - | - | - | - | 865 | - |
| Stage 2 | - | - | - | - | 768 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.6 | 9.6 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 574 | 951 | - | - | 1401 | - |
| HCM Lane V/C Ratio | 0.028 | 0.055 | - | - | 0.044 | - |
| HCM Control Delay (s) | 11.4 | 9 | - | - | 7.7 | - |
| HCM Lane LOS | B | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.1 | 0.2 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 56.5 |
| Intersection LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 54 | 429 | 78 | 111 | 222 | 42 | 59 | 70 | 81 | 21 | 104 | 51 |
| Future Vol, veh/h | 54 | 429 | 78 | 111 | 222 | 42 | 59 | 70 | 81 | 21 | 104 | 51 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 0 | 1 | 4 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 5 |
| Mvmt Flow | 57 | 452 | 82 | 117 | 234 | 44 | 62 | 74 | 85 | 22 | 109 | 54 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 3 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 3 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 3 | 1 | 1 | 1 |
| HCM Control Delay | 102.6 | 30.8 | 12.7 | 16.7 |
| HCM LOS | F | D | B | C |

| Lane | NBLn1 | NBLn2 | NBLn3 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|---|
| Vol Left, % | 100% | 0% | 0% | 10% | 30% | 12% |
| Vol Thru, % | 0% | 100% | 0% | 76% | 59% | 59% |
| Vol Right, % | 0% | 0% | 100% | 14% | 11% | 29% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 59 | 70 | 81 | 561 | 375 | 176 |
| LT Vol | 59 | 0 | 0 | 54 | 111 | 21 |
| Through Vol | 0 | 70 | 0 | 429 | 222 | 104 |
| RT Vol | 0 | 0 | 81 | 78 | 42 | 51 |
| Lane Flow Rate | 62 | 74 | 85 | 591 | 395 | 185 |
| Geometry Grp | 7 | 7 | 7 | 7 | 7 | 7 |
| Degree of Util (X) | 0.147 | 0.164 | 0.173 | 1.124 | 0.771 | 0.405 |
| Departure Headway (Hd) | 9.027 | 8.491 | 7.747 | 6.852 | 7.392 | 8.425 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 400 | 425 | 466 | 531 | 493 | 430 |
| Service Time | 6.727 | 6.191 | 5.447 | 4.552 | 5.092 | 6.125 |
| HCM Lane V/C Ratio | 0.155 | 0.174 | 0.182 | 1.113 | 0.801 | 0.43 |
| HCM Control Delay | 13.3 | 12.8 | 12.1 | 102.6 | 30.8 | 16.7 |
| HCM Lane LOS | B | B | B | F | D | C |
| HCM 95th-tile Q | 0.5 | 0.6 | 0.6 | 19.5 | 6.8 | 1.9 |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 178 | 123 | 543 | 65 | 212 | 734 |
| Future Volume (veh/h) | 178 | 123 | 543 | 65 | 212 | 734 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1900 | 1885 | 1870 | 1900 | 1856 | 1885 |
| Adj Flow Rate, veh/h | 187 | 129 | 572 | 68 | 223 | 773 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 1 | 2 | 0 | 3 | 1 |
| Cap, veh/h | 248 | 219 | 2051 | 929 | 276 | 2781 |
| Arrive On Green | 0.14 | 0.14 | 0.58 | 0.58 | 0.16 | 0.78 |
| Sat Flow, veh/h | 1810 | 1598 | 3647 | 1610 | 1767 | 3676 |
| Grp Volume(v), veh/h | 187 | 129 | 572 | 68 | 223 | 773 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1598 | 1777 | 1610 | 1767 | 1791 |
| Q Serve(g_s), s | 9.2 | 7.0 | 7.5 | 1.7 | 11.3 | 5.7 |
| Cycle Q Clear(g_c), s | 9.2 | 7.0 | 7.5 | 1.7 | 11.3 | 5.7 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 248 | 219 | 2051 | 929 | 276 | 2781 |
| V/C Ratio(X) | 0.75 | 0.59 | 0.28 | 0.07 | 0.81 | 0.28 |
| Avail Cap(c_a), veh/h | 782 | 691 | 2051 | 929 | 917 | 4081 |
| 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 | 38.4 | 37.5 | 9.9 | 8.6 | 37.7 | 2.9 |
| Incr Delay (d2), s/veh | 4.6 | 2.5 | 0.3 | 0.2 | 5.6 | 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 | 4.3 | 2.9 | 2.8 | 0.6 | 5.2 | 1.4 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 43.0 | 40.0 | 10.2 | 8.8 | 43.3 | 3.0 |
| LnGrp LOS | D | D | B | A | D | A |
| Approach Vol, veh/h | 316 | | 640 | | | 996 |
| Approach Delay, s/veh | 41.8 | | 10.0 | | | 12.0 |
| Approach LOS | D | | B | | | B |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 18.4 | 57.4 | | | | 75.8 | 16.7 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | | | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 47.5 | 52.9 | | | | 104.9 | 39.5 |
| Max Q Clear Time (g_c+I1), s | 13.3 | 9.5 | | | | 7.7 | 11.2 |
| Green Ext Time (p_c), s | 0.7 | 4.7 | | | | 6.7 | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 16.2 |
| HCM 6th LOS | B |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 42.2 |
| Intersection LOS | E |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 15 | 396 | 2 | 99 | 383 | 112 | 3 | 60 | 91 | 79 | 46 | 24 |
| Future Vol, veh/h | 15 | 396 | 2 | 99 | 383 | 112 | 3 | 60 | 91 | 79 | 46 | 24 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 0 | 1 | 9 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 2 |
| Mvmt Flow | 16 | 417 | 2 | 104 | 403 | 118 | 3 | 63 | 96 | 83 | 48 | 25 |
| 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 | 25.1 | 68.5 | 13.5 | 14.1 |
| HCM LOS | D | F | B | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 2% | 4% | 17% | 53% |
| Vol Thru, % | 39% | 96% | 64% | 31% |
| Vol Right, % | 59% | 0% | 19% | 16% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 154 | 413 | 594 | 149 |
| LT Vol | 3 | 15 | 99 | 79 |
| Through Vol | 60 | 396 | 383 | 46 |
| RT Vol | 91 | 2 | 112 | 24 |
| Lane Flow Rate | 162 | 435 | 625 | 157 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.313 | 0.739 | 1.03 | 0.319 |
| Departure Headway (Hd) | 7.224 | 6.315 | 5.93 | 7.582 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 501 | 578 | 619 | 477 |
| Service Time | 5.224 | 4.315 | 3.93 | 5.582 |
| HCM Lane V/C Ratio | 0.323 | 0.753 | 1.01 | 0.329 |
| HCM Control Delay | 13.5 | 25.1 | 68.5 | 14.1 |
| HCM Lane LOS | B | D | F | B |
| HCM 95th-tile Q | 1.3 | 6.3 | 16.5 | 1.4 |



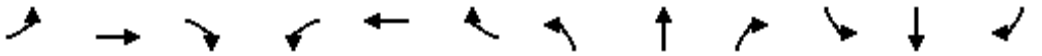
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 81 | 11 | 41 | 9 | 7 | 11 | 56 | 186 | 4 | 12 | 302 | 169 |
| Future Volume (veh/h) | 81 | 11 | 41 | 9 | 7 | 11 | 56 | 186 | 4 | 12 | 302 | 169 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1870 | 1900 | 1900 | 1885 | 1900 |
| Adj Flow Rate, veh/h | 85 | 12 | 43 | 9 | 7 | 12 | 59 | 196 | 4 | 13 | 318 | 178 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 |
| Cap, veh/h | 173 | 68 | 243 | 62 | 79 | 136 | 146 | 1343 | 608 | 71 | 1205 | 542 |
| Arrive On Green | 0.10 | 0.19 | 0.16 | 0.03 | 0.13 | 0.10 | 0.08 | 0.38 | 0.38 | 0.04 | 0.34 | 0.34 |
| Sat Flow, veh/h | 1810 | 362 | 1298 | 1810 | 627 | 1074 | 1810 | 3554 | 1610 | 1810 | 3582 | 1610 |
| Grp Volume(v), veh/h | 85 | 0 | 55 | 9 | 0 | 19 | 59 | 196 | 4 | 13 | 318 | 178 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 0 | 1660 | 1810 | 0 | 1701 | 1810 | 1777 | 1610 | 1810 | 1791 | 1610 |
| Q Serve(g_s), s | 2.0 | 0.0 | 1.3 | 0.2 | 0.0 | 0.4 | 1.4 | 1.6 | 0.1 | 0.3 | 2.9 | 3.7 |
| Cycle Q Clear(g_c), s | 2.0 | 0.0 | 1.3 | 0.2 | 0.0 | 0.4 | 1.4 | 1.6 | 0.1 | 0.3 | 2.9 | 3.7 |
| Prop In Lane | 1.00 | | 0.78 | 1.00 | | 0.63 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 173 | 0 | 311 | 62 | 0 | 215 | 146 | 1343 | 608 | 71 | 1205 | 542 |
| V/C Ratio(X) | 0.49 | 0.00 | 0.18 | 0.14 | 0.00 | 0.09 | 0.40 | 0.15 | 0.01 | 0.18 | 0.26 | 0.33 |
| Avail Cap(c_a), veh/h | 1429 | 0 | 1873 | 490 | 0 | 1036 | 1143 | 5957 | 2699 | 612 | 4953 | 2227 |
| 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 | 19.0 | 0.0 | 15.6 | 20.8 | 0.0 | 17.5 | 19.4 | 9.1 | 8.6 | 20.6 | 10.7 | 11.0 |
| Incr Delay (d2), s/veh | 0.8 | 0.0 | 0.4 | 0.4 | 0.0 | 0.3 | 0.7 | 0.1 | 0.0 | 0.5 | 0.2 | 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 | 0.8 | 0.0 | 0.5 | 0.1 | 0.0 | 0.2 | 0.5 | 0.5 | 0.0 | 0.1 | 1.0 | 1.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.8 | 0.0 | 16.0 | 21.2 | 0.0 | 17.7 | 20.0 | 9.2 | 8.6 | 21.1 | 11.0 | 11.7 |
| LnGrp LOS | B | A | B | C | A | B | C | A | A | C | B | B |
| Approach Vol, veh/h | | 140 | | | 28 | | | 259 | | | 509 | |
| Approach Delay, s/veh | | 18.3 | | | 18.8 | | | 11.6 | | | 11.5 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 5.7 | 20.8 | 5.5 | 12.3 | 7.6 | 18.9 | 8.2 | 9.6 |
| Change Period (Y+Rc), s | 5.0 | 7.0 | 5.0 | 5.3 | 5.0 | 7.0 | 5.0 | 5.3 |
| Max Green Setting (Gmax), s | 4.6 | 71.3 | 11.0 | 48.7 | 27.0 | 58.3 | 34.0 | 25.7 |
| Max Q Clear Time (g_c+I1), s | 2.3 | 3.6 | 2.2 | 3.3 | 3.4 | 5.7 | 4.0 | 2.4 |
| Green Ext Time (p_c), s | 0.0 | 2.8 | 0.0 | 0.4 | 0.0 | 6.3 | 0.1 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 12.8 |
| HCM 6th LOS | B |



# Appendix E
# Cumulative Plus Plan (with Recommended Improvements) Intersection Level of Service Worksheets



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 2 | 1068 | 314 | 123 | 1117 | 4 | 448 | 1 | 194 | 1 | 1 | 2 |
| Future Volume (veh/h) | 2 | 1068 | 314 | 123 | 1117 | 4 | 448 | 1 | 194 | 1 | 1 | 2 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1841 | 1885 | 1856 | 1870 | 1900 | 1900 | 1900 | 1900 | 1900 | 418 | 418 |
| Adj Flow Rate, veh/h | 2 | 1124 | 331 | 129 | 1176 | 4 | 472 | 1 | 204 | 1 | 1 | 2 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 4 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 100 |
| Cap, veh/h | 15 | 1189 | 378 | 157 | 1620 | 511 | 503 | 4 | 785 | 13 | 87 | 78 |
| Arrive On Green | 0.01 | 0.24 | 0.24 | 0.09 | 0.32 | 0.32 | 0.28 | 0.49 | 0.48 | 0.01 | 0.22 | 0.21 |
| Sat Flow, veh/h | 1810 | 5025 | 1598 | 1767 | 5106 | 1610 | 1810 | 8 | 1604 | 1810 | 397 | 354 |
| Grp Volume(v), veh/h | 2 | 1124 | 331 | 129 | 1176 | 4 | 472 | 0 | 205 | 1 | 1 | 2 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1675 | 1598 | 1767 | 1702 | 1610 | 1810 | 0 | 1611 | 1810 | 397 | 354 |
| Q Serve(g_s), s | 0.1 | 19.8 | 18.0 | 6.5 | 18.4 | 0.2 | 22.9 | 0.0 | 6.8 | 0.0 | 0.2 | 0.4 |
| Cycle Q Clear(g_c), s | 0.1 | 19.8 | 18.0 | 6.5 | 18.4 | 0.2 | 22.9 | 0.0 | 6.8 | 0.0 | 0.2 | 0.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 15 | 1189 | 378 | 157 | 1620 | 511 | 503 | 0 | 789 | 13 | 87 | 78 |
| V/C Ratio(X) | 0.13 | 0.95 | 0.88 | 0.82 | 0.73 | 0.01 | 0.94 | 0.00 | 0.26 | 0.08 | 0.01 | 0.03 |
| Avail Cap(c_a), veh/h | 111 | 1189 | 378 | 157 | 1620 | 511 | 503 | 0 | 789 | 111 | 87 | 78 |
| 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 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 44.3 | 33.8 | 33.1 | 40.3 | 27.3 | 21.0 | 31.8 | 0.0 | 13.6 | 44.4 | 27.5 | 27.8 |
| Incr Delay (d2), s/veh | 4.0 | 15.9 | 23.6 | 28.1 | 1.7 | 0.0 | 25.7 | 0.0 | 0.8 | 2.7 | 0.2 | 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 | 9.6 | 9.2 | 4.0 | 7.5 | 0.1 | 13.3 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 48.3 | 49.6 | 56.6 | 68.4 | 28.9 | 21.0 | 57.5 | 0.0 | 14.4 | 47.1 | 27.8 | 28.4 |
| LnGrp LOS | D | D | E | E | C | C | E | A | B | D | C | C |
| Approach Vol, veh/h | | 1457 | | | 1309 | | | 677 | | | 4 | |
| Approach Delay, s/veh | | 51.2 | | | 32.8 | | | 44.4 | | | 32.9 | |
| Approach LOS | | D | | | C | | | D | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 4.6 | 48.1 | 12.0 | 25.3 | 29.0 | 23.7 | 4.7 | 32.6 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.0 | 38.7 | 7.5 | 20.8 | 24.5 | 19.2 | 5.0 | 23.3 |
| Max Q Clear Time (g_c+I1), s | 2.0 | 8.8 | 8.5 | 21.8 | 24.9 | 2.4 | 2.1 | 20.4 |
| Green Ext Time (p_c), s | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 42.9 |
| HCM 6th LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 135 | 516 | 57 | 42 | 461 | 15 | 49 | 202 | 46 | 11 | 165 | 125 |
| Future Volume (veh/h) | 135 | 516 | 57 | 42 | 461 | 15 | 49 | 202 | 46 | 11 | 165 | 125 |
| 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 | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 | 1885 | 1885 | 1885 | 1796 | 1870 | 1900 |
| Adj Flow Rate, veh/h | 142 | 543 | 60 | 44 | 485 | 16 | 52 | 213 | 48 | 12 | 174 | 132 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 7 | 2 | 0 |
| Cap, veh/h | 579 | 739 | 82 | 148 | 646 | 20 | 182 | 341 | 70 | 563 | 502 | 432 |
| Arrive On Green | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 |
| Sat Flow, veh/h | 904 | 1667 | 184 | 54 | 1458 | 46 | 175 | 1270 | 262 | 1074 | 1870 | 1610 |
| Grp Volume(v), veh/h | 142 | 0 | 603 | 545 | 0 | 0 | 313 | 0 | 0 | 12 | 174 | 132 |
| Grp Sat Flow(s),veh/h/ln | 904 | 0 | 1852 | 1557 | 0 | 0 | 1708 | 0 | 0 | 1074 | 1870 | 1610 |
| Q Serve(g_s), s | 0.0 | 0.0 | 8.4 | 1.5 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.3 | 2.0 |
| Cycle Q Clear(g_c), s | 4.1 | 0.0 | 8.4 | 9.9 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.2 | 2.3 | 2.0 |
| Prop In Lane | 1.00 | | 0.10 | 0.08 | | 0.03 | 0.17 | | 0.15 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 579 | 0 | 821 | 815 | 0 | 0 | 593 | 0 | 0 | 563 | 502 | 432 |
| V/C Ratio(X) | 0.25 | 0.00 | 0.73 | 0.67 | 0.00 | 0.00 | 0.53 | 0.00 | 0.00 | 0.02 | 0.35 | 0.31 |
| Avail Cap(c_a), veh/h | 699 | 0 | 1067 | 1039 | 0 | 0 | 1097 | 0 | 0 | 893 | 1078 | 928 |
| 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 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 6.0 | 0.0 | 7.2 | 7.0 | 0.0 | 0.0 | 10.1 | 0.0 | 0.0 | 8.4 | 9.2 | 9.1 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 1.9 | 1.1 | 0.0 | 0.0 | 0.7 | 0.0 | 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 | 0.4 | 0.0 | 2.2 | 1.8 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.7 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 6.2 | 0.0 | 9.1 | 8.2 | 0.0 | 0.0 | 10.8 | 0.0 | 0.0 | 8.4 | 9.6 | 9.5 |
| LnGrp LOS | A | A | A | A | A | A | B | A | A | A | A | A |
| Approach Vol, veh/h | | 745 | | | 545 | | | 313 | | | 318 | |
| Approach Delay, s/veh | | 8.5 | | | 8.2 | | | 10.8 | | | 9.5 | |
| Approach LOS | | A | | | A | | | B | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.9 | 18.3 | 12.9 | 18.3 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 18.0 | 18.0 | 18.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 7.0 | 10.4 | 4.3 | 11.9 |
| Green Ext Time (p_c), s | 1.4 | 2.9 | 1.2 | 1.9 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 9.0 |
| HCM 6th LOS | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 0 | 23 | 25 | 2 | 90 | 11 | 1473 | 150 | 73 | 614 | 2 |
| Future Volume (veh/h) | 6 | 0 | 23 | 25 | 2 | 90 | 11 | 1473 | 150 | 73 | 614 | 2 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.97 | 1.00 | | 0.99 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1900 | 1870 | 1307 | 1885 | 1885 | 1900 | 1856 | 1900 |
| Adj Flow Rate, veh/h | 6 | 0 | 24 | 26 | 2 | 95 | 12 | 1551 | 158 | 77 | 646 | 2 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 0 | 2 | 40 | 1 | 1 | 0 | 3 | 0 |
| Cap, veh/h | 166 | 13 | 150 | 382 | 21 | 188 | 505 | 1924 | 194 | 295 | 2071 | 937 |
| Arrive On Green | 0.12 | 0.00 | 0.12 | 0.12 | 0.12 | 0.12 | 0.59 | 0.59 | 0.59 | 0.59 | 0.59 | 0.59 |
| Sat Flow, veh/h | 208 | 108 | 1265 | 1311 | 180 | 1585 | 545 | 3275 | 330 | 290 | 3526 | 1595 |
| Grp Volume(v), veh/h | 30 | 0 | 0 | 28 | 0 | 95 | 12 | 840 | 869 | 77 | 646 | 2 |
| Grp Sat Flow(s),veh/h/ln | 1581 | 0 | 0 | 1491 | 0 | 1585 | 545 | 1791 | 1814 | 290 | 1763 | 1595 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 0.3 | 11.2 | 11.6 | 6.4 | 2.8 | 0.0 |
| Cycle Q Clear(g_c), s | 0.5 | 0.0 | 0.0 | 0.4 | 0.0 | 1.7 | 3.2 | 11.2 | 11.6 | 18.0 | 2.8 | 0.0 |
| Prop In Lane | 0.20 | | 0.80 | 0.93 | | 1.00 | 1.00 | | 0.18 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 329 | 0 | 0 | 404 | 0 | 188 | 505 | 1052 | 1065 | 295 | 2071 | 937 |
| V/C Ratio(X) | 0.09 | 0.00 | 0.00 | 0.07 | 0.00 | 0.50 | 0.02 | 0.80 | 0.82 | 0.26 | 0.31 | 0.00 |
| Avail Cap(c_a), veh/h | 1052 | 0 | 0 | 1077 | 0 | 931 | 505 | 1052 | 1065 | 295 | 2071 | 937 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.1 | 0.0 | 0.0 | 12.1 | 0.0 | 12.7 | 4.0 | 4.9 | 5.0 | 12.8 | 3.2 | 2.6 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 2.1 | 0.0 | 4.4 | 5.0 | 0.5 | 0.1 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.6 | 0.0 | 2.3 | 2.5 | 0.4 | 0.3 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 12.2 | 0.0 | 0.0 | 12.1 | 0.0 | 14.7 | 4.0 | 9.3 | 10.0 | 13.3 | 3.3 | 2.6 |
| LnGrp LOS | B | A | A | B | A | B | A | A | B | B | A | A |
| Approach Vol, veh/h | | 30 | | | 123 | | | 1721 | | | 725 | |
| Approach Delay, s/veh | | 12.2 | | | 14.1 | | | 9.6 | | | 4.3 | |
| Approach LOS | | B | | | B | | | A | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 22.5 | 8.1 | 22.5 | 8.1 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 18.0 | 18.0 | 18.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 13.6 | 2.5 | 20.0 | 3.7 |
| Green Ext Time (p_c), s | 3.7 | 0.1 | 0.0 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 8.4 |
| HCM 6th LOS | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 255 | 687 | 547 | 384 | 1124 | 630 | 284 | 733 | 142 | 157 | 472 | 63 |
| Future Volume (veh/h) | 255 | 687 | 547 | 384 | 1124 | 630 | 284 | 733 | 142 | 157 | 472 | 63 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 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 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1885 | 1841 | 1841 | 1870 | 1870 | 1900 | 1885 | 1885 | 1870 | 1856 | 1870 | 1841 |
| Adj Flow Rate, veh/h | 268 | 723 | 576 | 404 | 1183 | 663 | 299 | 772 | 149 | 165 | 497 | 66 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 1 | 4 | 4 | 2 | 2 | 0 | 1 | 1 | 2 | 3 | 2 | 4 |
| Cap, veh/h | 305 | 1595 | 716 | 378 | 1732 | 740 | 236 | 1034 | 451 | 193 | 948 | 381 |
| Arrive On Green | 0.09 | 0.32 | 0.32 | 0.11 | 0.34 | 0.34 | 0.13 | 0.29 | 0.29 | 0.11 | 0.27 | 0.24 |
| Sat Flow, veh/h | 3483 | 5025 | 1558 | 3456 | 5106 | 1609 | 1795 | 3582 | 1562 | 1767 | 3554 | 1556 |
| Grp Volume(v), veh/h | 268 | 723 | 576 | 404 | 1183 | 663 | 299 | 772 | 149 | 165 | 497 | 66 |
| Grp Sat Flow(s),veh/h/ln | 1742 | 1675 | 1558 | 1728 | 1702 | 1609 | 1795 | 1791 | 1562 | 1767 | 1777 | 1556 |
| Q Serve(g_s), s | 7.0 | 10.5 | 29.0 | 10.0 | 18.2 | 31.0 | 12.0 | 17.9 | 6.9 | 8.4 | 10.9 | 3.1 |
| Cycle Q Clear(g_c), s | 7.0 | 10.5 | 29.0 | 10.0 | 18.2 | 31.0 | 12.0 | 17.9 | 6.9 | 8.4 | 10.9 | 3.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 305 | 1595 | 716 | 378 | 1732 | 740 | 236 | 1034 | 451 | 193 | 948 | 381 |
| V/C Ratio(X) | 0.88 | 0.45 | 0.80 | 1.07 | 0.68 | 0.90 | 1.27 | 0.75 | 0.33 | 0.85 | 0.52 | 0.17 |
| Avail Cap(c_a), veh/h | 305 | 1595 | 716 | 378 | 1732 | 740 | 236 | 1568 | 684 | 193 | 1478 | 613 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 41.2 | 24.9 | 21.2 | 40.7 | 26.0 | 22.7 | 39.7 | 29.5 | 25.6 | 40.0 | 28.6 | 27.2 |
| Incr Delay (d2), s/veh | 23.3 | 0.1 | 6.2 | 65.6 | 0.9 | 13.3 | 149.8 | 0.4 | 0.2 | 27.8 | 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 | 3.9 | 4.1 | 11.1 | 7.6 | 7.3 | 14.9 | 15.0 | 7.5 | 2.5 | 5.1 | 4.6 | 1.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 64.5 | 24.9 | 27.3 | 106.3 | 26.9 | 36.0 | 189.5 | 29.9 | 25.7 | 67.8 | 28.7 | 27.3 |
| LnGrp LOS | E | C | C | F | C | D | F | C | C | E | C | C |
| Approach Vol, veh/h | | 1567 | | | 2250 | | | 1220 | | | 728 | |
| Approach Delay, s/veh | | 32.6 | | | 43.8 | | | 68.5 | | | 37.4 | |
| Approach LOS | | C | | | D | | | E | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 14.0 | 33.0 | 16.0 | 28.4 | 12.0 | 35.0 | 14.0 | 30.4 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | 5.0 | 6.0 | 5.0 | 6.0 | 5.0 | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 27.0 | 11.0 | 36.0 | 7.0 | 29.0 | 9.0 | 38.0 |
| Max Q Clear Time (g_c+I1), s | 12.0 | 31.0 | 14.0 | 12.9 | 9.0 | 33.0 | 10.4 | 19.9 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 3.8 |

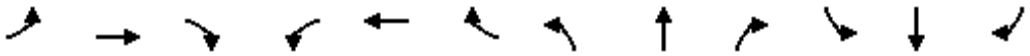
| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 45.2 |
| HCM 6th LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 59 | 221 | 177 | 204 | 237 | 15 | 73 | 80 | 129 | 9 | 129 | 61 |
| Future Volume (veh/h) | 59 | 221 | 177 | 204 | 237 | 15 | 73 | 80 | 129 | 9 | 129 | 61 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1885 | 1885 | 1885 | 1870 | 1856 | 1885 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 62 | 233 | 186 | 215 | 249 | 16 | 77 | 84 | 136 | 9 | 136 | 64 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 1 | 1 | 1 | 2 | 3 | 1 | 0 | 0 | 0 |
| Cap, veh/h | 213 | 372 | 267 | 449 | 379 | 21 | 623 | 436 | 373 | 158 | 281 | 128 |
| Arrive On Green | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 |
| Sat Flow, veh/h | 127 | 914 | 657 | 594 | 931 | 53 | 1178 | 1856 | 1587 | 36 | 1196 | 544 |
| Grp Volume(v), veh/h | 481 | 0 | 0 | 480 | 0 | 0 | 77 | 84 | 136 | 209 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1698 | 0 | 0 | 1577 | 0 | 0 | 1178 | 1856 | 1587 | 1776 | 0 | 0 |
| Q Serve(g_s), s | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 1.8 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 5.6 | 0.0 | 0.0 | 5.5 | 0.0 | 0.0 | 0.9 | 0.9 | 1.8 | 2.5 | 0.0 | 0.0 |
| Prop In Lane | 0.13 | | 0.39 | 0.45 | | 0.03 | 1.00 | | 1.00 | 0.04 | | 0.31 |
| Lane Grp Cap(c), veh/h | 853 | 0 | 0 | 849 | 0 | 0 | 623 | 436 | 373 | 567 | 0 | 0 |
| V/C Ratio(X) | 0.56 | 0.00 | 0.00 | 0.57 | 0.00 | 0.00 | 0.12 | 0.19 | 0.36 | 0.37 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 1351 | 0 | 0 | 1257 | 0 | 0 | 1189 | 1328 | 1136 | 1409 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 6.1 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 | 7.7 | 7.7 | 8.0 | 8.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.1 | 0.2 | 0.6 | 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 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.2 | 0.2 | 0.4 | 0.6 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 6.7 | 0.0 | 0.0 | 6.6 | 0.0 | 0.0 | 7.8 | 7.9 | 8.6 | 8.7 | 0.0 | 0.0 |
| LnGrp LOS | A | A | A | A | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 481 | | | 480 | | | 297 | | | 209 | |
| Approach Delay, s/veh | | 6.7 | | | 6.6 | | | 8.2 | | | 8.7 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.4 | 14.7 | 10.4 | 14.7 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 18.0 | 18.0 | 18.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 3.8 | 7.6 | 4.5 | 7.5 |
| Green Ext Time (p_c), s | 1.0 | 2.4 | 0.9 | 2.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 7.3 |
| HCM 6th LOS | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 57 | 176 | 11 | 159 | 171 | 48 | 10 | 386 | 367 | 144 | 378 | 140 |
| Future Volume (veh/h) | 57 | 176 | 11 | 159 | 171 | 48 | 10 | 386 | 367 | 144 | 378 | 140 |
| 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 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1870 | 1870 | 1870 | 1900 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 60 | 185 | 12 | 167 | 180 | 51 | 11 | 406 | 386 | 152 | 398 | 147 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 1 | 1 |
| Cap, veh/h | 260 | 684 | 45 | 464 | 393 | 111 | 109 | 872 | 683 | 396 | 618 | 228 |
| Arrive On Green | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 |
| Sat Flow, veh/h | 415 | 2481 | 164 | 1204 | 1424 | 403 | 14 | 1841 | 1442 | 696 | 1305 | 482 |
| Grp Volume(v), veh/h | 133 | 0 | 124 | 167 | 0 | 231 | 417 | 0 | 386 | 152 | 0 | 545 |
| Grp Sat Flow(s),veh/h/ln | 1360 | 0 | 1699 | 1204 | 0 | 1827 | 1854 | 0 | 1442 | 696 | 0 | 1786 |
| Q Serve(g_s), s | 0.1 | 0.0 | 2.1 | 4.5 | 0.0 | 3.8 | 0.0 | 0.0 | 6.9 | 7.2 | 0.0 | 8.3 |
| Cycle Q Clear(g_c), s | 3.9 | 0.0 | 2.1 | 6.6 | 0.0 | 3.8 | 5.4 | 0.0 | 6.9 | 14.1 | 0.0 | 8.3 |
| Prop In Lane | 0.45 | | 0.10 | 1.00 | | 0.22 | 0.03 | | 1.00 | 1.00 | | 0.27 |
| Lane Grp Cap(c), veh/h | 521 | 0 | 469 | 464 | 0 | 504 | 981 | 0 | 683 | 396 | 0 | 846 |
| V/C Ratio(X) | 0.26 | 0.00 | 0.26 | 0.36 | 0.00 | 0.46 | 0.42 | 0.00 | 0.56 | 0.38 | 0.00 | 0.64 |
| Avail Cap(c_a), veh/h | 854 | 0 | 851 | 735 | 0 | 915 | 1030 | 0 | 722 | 415 | 0 | 895 |
| 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 | 10.2 | 0.0 | 10.2 | 12.7 | 0.0 | 10.8 | 6.4 | 0.0 | 6.8 | 11.9 | 0.0 | 7.2 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 0.3 | 0.5 | 0.0 | 0.7 | 0.3 | 0.0 | 0.9 | 0.6 | 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 | 0.7 | 0.0 | 0.6 | 1.0 | 0.0 | 1.2 | 1.4 | 0.0 | 1.4 | 0.9 | 0.0 | 2.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 10.4 | 0.0 | 10.5 | 13.2 | 0.0 | 11.4 | 6.7 | 0.0 | 7.7 | 12.5 | 0.0 | 8.6 |
| LnGrp LOS | B | A | B | B | A | B | A | A | A | B | A | A |
| Approach Vol, veh/h | | 257 | | | 398 | | | 803 | | | 697 | |
| Approach Delay, s/veh | | 10.4 | | | 12.2 | | | 7.2 | | | 9.5 | |
| Approach LOS | | B | | | B | | | A | | | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 21.5 | | 14.4 | | 21.5 | | 14.4 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 18.0 | | 18.0 | | 18.0 | | 18.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 8.9 | | 5.9 | | 16.1 | | 8.6 | | | | |
| Green Ext Time (p_c), s | | 3.6 | | 1.1 | | 0.9 | | 1.4 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 9.2 | | | | | | | | | |
| HCM 6th LOS | | | A | | | | | | | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 3 | 1400 | 493 | 145 | 994 | 3 | 422 | 3 | 127 | 5 | 8 | 7 |
| Future Volume (veh/h) | 3 | 1400 | 493 | 145 | 994 | 3 | 422 | 3 | 127 | 5 | 8 | 7 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 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 | 907 | 1885 | 1870 | 1900 | 1870 | 1900 | 1885 | 1411 | 1411 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 3 | 1474 | 519 | 153 | 1046 | 3 | 444 | 3 | 134 | 5 | 8 | 7 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 67 | 1 | 2 | 0 | 2 | 0 | 1 | 33 | 33 | 0 | 0 | 0 |
| Cap, veh/h | 9 | 1504 | 453 | 165 | 1907 | 601 | 441 | 11 | 490 | 22 | 359 | 274 |
| Arrive On Green | 0.01 | 0.29 | 0.29 | 0.09 | 0.37 | 0.37 | 0.25 | 0.42 | 0.41 | 0.01 | 0.18 | 0.18 |
| Sat Flow, veh/h | 864 | 5147 | 1551 | 1810 | 5106 | 1610 | 1795 | 26 | 1173 | 1810 | 1948 | 1489 |
| Grp Volume(v), veh/h | 3 | 1474 | 519 | 153 | 1046 | 3 | 444 | 0 | 137 | 5 | 7 | 8 |
| Grp Sat Flow(s),veh/h/ln | 864 | 1716 | 1551 | 1810 | 1702 | 1610 | 1795 | 0 | 1200 | 1810 | 1805 | 1632 |
| Q Serve(g_s), s | 0.3 | 24.3 | 25.0 | 7.2 | 13.8 | 0.1 | 21.0 | 0.0 | 6.5 | 0.2 | 0.3 | 0.3 |
| Cycle Q Clear(g_c), s | 0.3 | 24.3 | 25.0 | 7.2 | 13.8 | 0.1 | 21.0 | 0.0 | 6.5 | 0.2 | 0.3 | 0.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.98 | 1.00 | | 0.91 |
| Lane Grp Cap(c), veh/h | 9 | 1504 | 453 | 165 | 1907 | 601 | 441 | 0 | 501 | 22 | 332 | 301 |
| V/C Ratio(X) | 0.35 | 0.98 | 1.14 | 0.93 | 0.55 | 0.00 | 1.01 | 0.00 | 0.27 | 0.22 | 0.02 | 0.03 |
| Avail Cap(c_a), veh/h | 56 | 1504 | 453 | 165 | 1907 | 601 | 441 | 0 | 501 | 116 | 426 | 385 |
| 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 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.1 | 30.0 | 30.3 | 38.6 | 21.1 | 16.8 | 32.3 | 0.0 | 16.6 | 41.8 | 28.6 | 28.8 |
| Incr Delay (d2), s/veh | 23.0 | 19.0 | 88.4 | 49.3 | 0.3 | 0.0 | 44.8 | 0.0 | 1.3 | 4.9 | 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 | 0.1 | 12.2 | 20.1 | 5.4 | 5.3 | 0.0 | 14.3 | 0.0 | 1.9 | 0.1 | 0.1 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 65.1 | 49.0 | 118.7 | 87.9 | 21.5 | 16.8 | 77.1 | 0.0 | 17.9 | 46.8 | 28.6 | 28.8 |
| LnGrp LOS | E | D | F | F | C | B | F | A | B | D | C | C |
| Approach Vol, veh/h | | 1996 | | | 1202 | | | 581 | | | 20 | |
| Approach Delay, s/veh | | 67.1 | | | 29.9 | | | 63.1 | | | 33.2 | |
| Approach LOS | | E | | | C | | | E | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 5.1 | 39.7 | 11.8 | 29.0 | 25.0 | 19.8 | 4.8 | 36.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.6 | 35.2 | 7.3 | 24.5 | 20.5 | 19.7 | 5.0 | 26.8 |
| Max Q Clear Time (g_c+I1), s | 2.3 | 8.5 | 9.2 | 27.0 | 23.0 | 2.3 | 2.3 | 15.8 |
| Green Ext Time (p_c), s | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 54.6 |
| HCM 6th LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 73 | 257 | 34 | 191 | 225 | 246 | 28 | 65 | 272 | 237 | 66 | 56 |
| Future Volume (veh/h) | 73 | 257 | 34 | 191 | 225 | 246 | 28 | 65 | 272 | 237 | 66 | 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 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1885 | 1885 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1885 | 1900 |
| Adj Flow Rate, veh/h | 77 | 271 | 36 | 201 | 237 | 259 | 29 | 68 | 286 | 249 | 69 | 59 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Cap, veh/h | 375 | 669 | 89 | 538 | 337 | 368 | 137 | 113 | 390 | 549 | 597 | 510 |
| Arrive On Green | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 |
| Sat Flow, veh/h | 916 | 1630 | 216 | 1089 | 820 | 896 | 62 | 356 | 1231 | 1043 | 1885 | 1610 |
| Grp Volume(v), veh/h | 77 | 0 | 307 | 201 | 0 | 496 | 383 | 0 | 0 | 249 | 69 | 59 |
| Grp Sat Flow(s),veh/h/ln | 916 | 0 | 1846 | 1089 | 0 | 1716 | 1649 | 0 | 0 | 1043 | 1885 | 1610 |
| Q Serve(g_s), s | 2.5 | 0.0 | 3.9 | 5.3 | 0.0 | 7.9 | 1.6 | 0.0 | 0.0 | 0.3 | 0.9 | 0.9 |
| Cycle Q Clear(g_c), s | 10.4 | 0.0 | 3.9 | 9.2 | 0.0 | 7.9 | 6.8 | 0.0 | 0.0 | 7.0 | 0.9 | 0.9 |
| Prop In Lane | 1.00 | | 0.12 | 1.00 | | 0.52 | 0.08 | | 0.75 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 375 | 0 | 758 | 538 | 0 | 705 | 639 | 0 | 0 | 549 | 597 | 510 |
| V/C Ratio(X) | 0.21 | 0.00 | 0.40 | 0.37 | 0.00 | 0.70 | 0.60 | 0.00 | 0.00 | 0.45 | 0.12 | 0.12 |
| Avail Cap(c_a), veh/h | 498 | 0 | 1007 | 684 | 0 | 936 | 1010 | 0 | 0 | 788 | 1028 | 878 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.4 | 0.0 | 6.9 | 10.1 | 0.0 | 8.1 | 10.0 | 0.0 | 0.0 | 10.1 | 8.0 | 8.0 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 0.3 | 0.4 | 0.0 | 1.6 | 0.9 | 0.0 | 0.0 | 0.6 | 0.1 | 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 | 0.4 | 0.0 | 1.0 | 1.0 | 0.0 | 2.1 | 1.8 | 0.0 | 0.0 | 1.2 | 0.3 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 12.6 | 0.0 | 7.2 | 10.5 | 0.0 | 9.6 | 10.9 | 0.0 | 0.0 | 10.7 | 8.1 | 8.1 |
| LnGrp LOS | B | A | A | B | A | A | B | A | A | B | A | A |
| Approach Vol, veh/h | | 384 | | | 697 | | | 383 | | | 377 | |
| Approach Delay, s/veh | | 8.3 | | | 9.9 | | | 10.9 | | | 9.8 | |
| Approach LOS | | A | | | A | | | B | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 14.9 | 18.1 | 14.9 | 18.1 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 18.0 | 18.0 | 18.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 8.8 | 12.4 | 9.0 | 11.2 |
| Green Ext Time (p_c), s | 1.7 | 1.1 | 1.2 | 2.4 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 9.8 |
| HCM 6th LOS | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 15 | 344 | 26 | 62 | 386 | 50 | 44 | 238 | 42 | 40 | 221 | 14 |
| Future Volume (veh/h) | 15 | 344 | 26 | 62 | 386 | 50 | 44 | 238 | 42 | 40 | 221 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1885 | 1885 | 1870 | 1870 | 1870 | 1885 | 1885 | 1856 | 1900 | 1856 | 1767 |
| Adj Flow Rate, veh/h | 16 | 362 | 27 | 65 | 406 | 53 | 46 | 251 | 44 | 42 | 233 | 15 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 3 | 0 | 3 | 9 |
| Cap, veh/h | 645 | 701 | 52 | 190 | 578 | 71 | 188 | 464 | 447 | 412 | 530 | 425 |
| Arrive On Green | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 |
| Sat Flow, veh/h | 946 | 1732 | 129 | 125 | 1428 | 175 | 157 | 1625 | 1564 | 1098 | 1856 | 1489 |
| Grp Volume(v), veh/h | 16 | 0 | 389 | 524 | 0 | 0 | 297 | 0 | 44 | 42 | 233 | 15 |
| Grp Sat Flow(s),veh/h/ln | 946 | 0 | 1861 | 1728 | 0 | 0 | 1782 | 0 | 1564 | 1098 | 1856 | 1489 |
| Q Serve(g_s), s | 0.0 | 0.0 | 4.6 | 2.6 | 0.0 | 0.0 | 0.6 | 0.0 | 0.6 | 1.0 | 3.0 | 0.2 |
| Cycle Q Clear(g_c), s | 0.3 | 0.0 | 4.6 | 7.3 | 0.0 | 0.0 | 3.9 | 0.0 | 0.6 | 4.9 | 3.0 | 0.2 |
| Prop In Lane | 1.00 | | 0.07 | 0.12 | | 0.10 | 0.15 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 645 | 0 | 753 | 838 | 0 | 0 | 652 | 0 | 447 | 412 | 530 | 425 |
| V/C Ratio(X) | 0.02 | 0.00 | 0.52 | 0.62 | 0.00 | 0.00 | 0.46 | 0.00 | 0.10 | 0.10 | 0.44 | 0.04 |
| Avail Cap(c_a), veh/h | 849 | 0 | 1154 | 1195 | 0 | 0 | 1224 | 0 | 970 | 780 | 1150 | 923 |
| 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 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 5.2 | 0.0 | 6.5 | 7.2 | 0.0 | 0.0 | 8.8 | 0.0 | 7.6 | 10.9 | 8.5 | 7.5 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.6 | 0.8 | 0.0 | 0.0 | 0.5 | 0.0 | 0.1 | 0.1 | 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 | 0.0 | 0.0 | 1.1 | 1.6 | 0.0 | 0.0 | 1.1 | 0.0 | 0.1 | 0.2 | 0.8 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 5.2 | 0.0 | 7.1 | 8.0 | 0.0 | 0.0 | 9.3 | 0.0 | 7.7 | 11.0 | 9.1 | 7.5 |
| LnGrp LOS | A | A | A | A | A | A | A | A | A | B | A | A |
| Approach Vol, veh/h | | 405 | | | 524 | | | 341 | | | 290 | |
| Approach Delay, s/veh | | 7.0 | | | 8.0 | | | 9.1 | | | 9.3 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.8 | 16.2 | 12.8 | 16.2 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 18.0 | 18.0 | 18.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 5.9 | 6.6 | 6.9 | 9.3 |
| Green Ext Time (p_c), s | 1.5 | 1.9 | 1.1 | 2.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 8.2 |
| HCM 6th LOS | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 2 | 30 | 76 | 0 | 64 | 36 | 898 | 66 | 80 | 1184 | 0 |
| Future Volume (veh/h) | 0 | 2 | 30 | 76 | 0 | 64 | 36 | 898 | 66 | 80 | 1184 | 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 | | 0.98 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1900 | 1870 | 1900 | 1870 | 1870 | 1900 | 1885 | 1900 |
| Adj Flow Rate, veh/h | 0 | 2 | 32 | 80 | 0 | 67 | 38 | 945 | 69 | 84 | 1246 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 1 | 0 |
| Cap, veh/h | 0 | 13 | 205 | 416 | 0 | 213 | 393 | 1836 | 134 | 463 | 1963 | 882 |
| Arrive On Green | 0.00 | 0.13 | 0.13 | 0.13 | 0.00 | 0.13 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.00 |
| Sat Flow, veh/h | 0 | 96 | 1529 | 1204 | 0 | 1585 | 453 | 3352 | 245 | 564 | 3582 | 1610 |
| Grp Volume(v), veh/h | 0 | 0 | 34 | 80 | 0 | 67 | 38 | 501 | 513 | 84 | 1246 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 0 | 1625 | 1204 | 0 | 1585 | 453 | 1777 | 1819 | 564 | 1791 | 1610 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.5 | 1.5 | 0.0 | 1.1 | 1.8 | 5.0 | 5.0 | 3.1 | 6.8 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.5 | 2.0 | 0.0 | 1.1 | 8.6 | 5.0 | 5.0 | 8.1 | 6.8 | 0.0 |
| Prop In Lane | 0.00 | | 0.94 | 1.00 | | 1.00 | 1.00 | | 0.13 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 0 | 218 | 416 | 0 | 213 | 393 | 974 | 997 | 463 | 1963 | 882 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.16 | 0.19 | 0.00 | 0.32 | 0.10 | 0.51 | 0.51 | 0.18 | 0.63 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 0 | 1033 | 1117 | 0 | 1008 | 433 | 1130 | 1157 | 513 | 2278 | 1024 |
| 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 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 10.8 | 11.7 | 0.0 | 11.1 | 7.4 | 4.0 | 4.0 | 6.6 | 4.4 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.3 | 0.2 | 0.0 | 0.8 | 0.1 | 0.4 | 0.4 | 0.2 | 0.5 | 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 | 0.2 | 0.4 | 0.0 | 0.3 | 0.1 | 0.6 | 0.6 | 0.2 | 0.7 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 0.0 | 11.2 | 12.0 | 0.0 | 11.9 | 7.5 | 4.5 | 4.4 | 6.8 | 4.9 | 0.0 |
| LnGrp LOS | A | A | B | B | A | B | A | A | A | A | A | A |
| Approach Vol, veh/h | | 34 | | | 147 | | | 1052 | | | 1330 | |
| Approach Delay, s/veh | | 11.2 | | | 11.9 | | | 4.6 | | | 5.0 | |
| Approach LOS | | B | | | B | | | A | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 20.0 | 8.3 | 20.0 | 8.3 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 18.0 | 18.0 | 18.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 10.6 | 2.5 | 10.1 | 4.0 |
| Green Ext Time (p_c), s | 4.0 | 0.1 | 5.3 | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 5.3 |
| HCM 6th LOS | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 172 | 1152 | 479 | 181 | 688 | 247 | 530 | 731 | 172 | 439 | 731 | 177 |
| Future Volume (veh/h) | 172 | 1152 | 479 | 181 | 688 | 247 | 530 | 731 | 172 | 439 | 731 | 177 |
| 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 | 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 | 1900 | 1885 | 1870 | 1870 | 1885 | 1856 | 1870 | 1870 | 1885 | 1885 | 1885 | 1900 |
| Adj Flow Rate, veh/h | 181 | 1213 | 504 | 191 | 724 | 260 | 558 | 769 | 181 | 462 | 769 | 186 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 1 | 2 | 2 | 1 | 3 | 2 | 2 | 1 | 1 | 1 | 0 |
| Cap, veh/h | 259 | 1255 | 891 | 211 | 1190 | 787 | 557 | 1089 | 486 | 479 | 934 | 386 |
| Arrive On Green | 0.07 | 0.24 | 0.24 | 0.06 | 0.23 | 0.23 | 0.31 | 0.31 | 0.31 | 0.27 | 0.26 | 0.25 |
| Sat Flow, veh/h | 3510 | 5147 | 1573 | 3456 | 5147 | 1540 | 1781 | 3554 | 1587 | 1795 | 3582 | 1574 |
| Grp Volume(v), veh/h | 181 | 1213 | 504 | 191 | 724 | 260 | 558 | 769 | 181 | 462 | 769 | 186 |
| Grp Sat Flow(s),veh/h/ln | 1755 | 1716 | 1573 | 1728 | 1716 | 1540 | 1781 | 1777 | 1587 | 1795 | 1791 | 1574 |
| Q Serve(g_s), s | 6.6 | 30.6 | 27.0 | 7.2 | 16.5 | 13.2 | 41.0 | 25.1 | 11.7 | 33.3 | 26.5 | 13.3 |
| Cycle Q Clear(g_c), s | 6.6 | 30.6 | 27.0 | 7.2 | 16.5 | 13.2 | 41.0 | 25.1 | 11.7 | 33.3 | 26.5 | 13.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 259 | 1255 | 891 | 211 | 1190 | 787 | 557 | 1089 | 486 | 479 | 934 | 386 |
| V/C Ratio(X) | 0.70 | 0.97 | 0.57 | 0.91 | 0.61 | 0.33 | 1.00 | 0.71 | 0.37 | 0.96 | 0.82 | 0.48 |
| Avail Cap(c_a), veh/h | 321 | 1255 | 891 | 211 | 1190 | 787 | 557 | 1192 | 532 | 479 | 1037 | 432 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 59.3 | 49.1 | 18.3 | 61.2 | 45.1 | 19.3 | 45.1 | 40.3 | 35.6 | 47.5 | 45.7 | 42.4 |
| Incr Delay (d2), s/veh | 3.1 | 17.8 | 0.5 | 36.6 | 0.7 | 0.1 | 38.7 | 1.4 | 0.2 | 31.9 | 4.5 | 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 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.1 | 15.1 | 9.8 | 4.2 | 7.1 | 4.7 | 24.0 | 11.2 | 4.6 | 19.1 | 12.3 | 5.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 62.5 | 66.8 | 18.9 | 97.9 | 45.8 | 19.4 | 83.8 | 41.6 | 35.8 | 79.4 | 50.1 | 42.7 |
| LnGrp LOS | E | E | B | F | D | B | F | D | D | E | D | D |
| Approach Vol, veh/h | | 1898 | | | 1175 | | | 1508 | | | 1417 | |
| Approach Delay, s/veh | | 53.7 | | | 48.4 | | | 56.6 | | | 58.7 | |
| Approach LOS | | D | | | D | | | E | | | E | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.0 | 36.0 | 45.0 | 38.2 | 13.7 | 34.3 | 39.0 | 44.2 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | 5.0 | 6.0 | 5.0 | 6.0 | 5.0 | 6.0 |
| Max Green Setting (Gmax), s | 7.0 | 30.0 | 40.0 | 36.0 | 11.0 | 26.0 | 34.0 | 42.0 |
| Max Q Clear Time (g_c+I1), s | 9.3 | 32.6 | 43.0 | 28.5 | 8.6 | 18.5 | 35.3 | 27.1 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 2.6 | 0.1 | 2.5 | 0.0 | 3.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 54.6 |
| HCM 6th LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 54 | 429 | 78 | 111 | 222 | 42 | 59 | 70 | 81 | 21 | 104 | 51 |
| Future Volume (veh/h) | 54 | 429 | 78 | 111 | 222 | 42 | 59 | 70 | 81 | 21 | 104 | 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 | | 1.00 | 1.00 | | 0.98 | 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 | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 | 1870 | 1885 | 1900 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 57 | 452 | 82 | 117 | 234 | 44 | 62 | 74 | 85 | 22 | 109 | 54 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 1 | 0 | 2 | 2 | 2 |
| Cap, veh/h | 190 | 641 | 110 | 324 | 507 | 82 | 584 | 406 | 340 | 176 | 235 | 107 |
| Arrive On Green | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 |
| Sat Flow, veh/h | 93 | 1435 | 246 | 334 | 1136 | 184 | 1218 | 1885 | 1577 | 117 | 1092 | 498 |
| Grp Volume(v), veh/h | 591 | 0 | 0 | 395 | 0 | 0 | 62 | 74 | 85 | 185 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1775 | 0 | 0 | 1654 | 0 | 0 | 1218 | 1885 | 1577 | 1706 | 0 | 0 |
| Q Serve(g_s), s | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 1.2 | 0.1 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 7.2 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.8 | 0.9 | 1.2 | 2.5 | 0.0 | 0.0 |
| Prop In Lane | 0.10 | | 0.14 | 0.30 | | 0.11 | 1.00 | | 1.00 | 0.12 | | 0.29 |
| Lane Grp Cap(c), veh/h | 941 | 0 | 0 | 913 | 0 | 0 | 584 | 406 | 340 | 519 | 0 | 0 |
| V/C Ratio(X) | 0.63 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 | 0.11 | 0.18 | 0.25 | 0.36 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 1337 | 0 | 0 | 1230 | 0 | 0 | 1145 | 1275 | 1066 | 1286 | 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 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 6.0 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | 8.5 | 8.5 | 8.7 | 9.1 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.7 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.1 | 0.2 | 0.4 | 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 | 1.2 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.2 | 0.2 | 0.3 | 0.7 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 6.7 | 0.0 | 0.0 | 5.5 | 0.0 | 0.0 | 8.6 | 8.7 | 9.0 | 9.6 | 0.0 | 0.0 |
| LnGrp LOS | A | A | A | A | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 591 | | | 395 | | | 221 | | | 185 | |
| Approach Delay, s/veh | | 6.7 | | | 5.5 | | | 8.8 | | | 9.6 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.2 | 16.4 | 10.2 | 16.4 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 18.0 | 18.0 | 18.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 3.2 | 9.2 | 4.5 | 6.0 |
| Green Ext Time (p_c), s | 0.7 | 2.7 | 0.8 | 2.2 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 7.1 |
| HCM 6th LOS | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 15 | 396 | 2 | 99 | 383 | 112 | 3 | 60 | 91 | 79 | 46 | 24 |
| Future Volume (veh/h) | 15 | 396 | 2 | 99 | 383 | 112 | 3 | 60 | 91 | 79 | 46 | 24 |
| 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 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 16 | 417 | 2 | 104 | 403 | 118 | 3 | 63 | 96 | 83 | 48 | 25 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 1 |
| Cap, veh/h | 150 | 871 | 4 | 241 | 559 | 150 | 138 | 127 | 189 | 342 | 120 | 49 |
| Arrive On Green | 0.48 | 0.48 | 0.48 | 0.48 | 0.48 | 0.48 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 |
| Sat Flow, veh/h | 24 | 1825 | 9 | 179 | 1171 | 314 | 14 | 671 | 997 | 727 | 632 | 259 |
| Grp Volume(v), veh/h | 435 | 0 | 0 | 625 | 0 | 0 | 162 | 0 | 0 | 156 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1857 | 0 | 0 | 1664 | 0 | 0 | 1682 | 0 | 0 | 1618 | 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 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 4.2 | 0.0 | 0.0 | 8.1 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| Prop In Lane | 0.04 | | 0.00 | 0.17 | | 0.19 | 0.02 | | 0.59 | 0.53 | | 0.16 |
| Lane Grp Cap(c), veh/h | 1024 | 0 | 0 | 949 | 0 | 0 | 455 | 0 | 0 | 511 | 0 | 0 |
| V/C Ratio(X) | 0.42 | 0.00 | 0.00 | 0.66 | 0.00 | 0.00 | 0.36 | 0.00 | 0.00 | 0.31 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 1366 | 0 | 0 | 1249 | 0 | 0 | 1253 | 0 | 0 | 1197 | 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 | 4.8 | 0.0 | 0.0 | 5.7 | 0.0 | 0.0 | 9.8 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.5 | 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 | 0.7 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 5.1 | 0.0 | 0.0 | 6.5 | 0.0 | 0.0 | 10.3 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 |
| LnGrp LOS | A | A | A | A | A | A | B | A | A | B | A | A |
| Approach Vol, veh/h | | 435 | | | 625 | | | 162 | | | 156 | |
| Approach Delay, s/veh | | 5.1 | | | 6.5 | | | 10.3 | | | 10.0 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.6 | 17.4 | 9.6 | 17.4 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 18.0 | 18.0 | 18.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 4.3 | 6.2 | 4.0 | 10.1 |
| Green Ext Time (p_c), s | 0.7 | 2.1 | 0.7 | 2.8 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 6.9 |
| HCM 6th LOS | A |