

APPENDIX 1.1:

APPROVED TRAFFIC STUDY SCOPING AGREEMENT

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Exhibit B

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

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

Case No. (i.e. TR, PM, CUP, PP) PAM21-000097

Related Cases -

SP No. _____

EIR No. _____

GPA No. _____

CZ No. _____

Project Name: Slover Avenue & Cypress Avenue Warehouse

Project Address: Northwest corner of Cypress Avenue and Slover Avenue

Project Description: 466,746 SF of high-cube fulfillment center, 155,582 SF of high-cube cold storage (total of 622,328 SF)

Consultant

Name: Urban Crossroads, Inc. - Charlene So

Address: 1133 Camelback Street, #8329

Newport Beach, CA 92658

Telephone: 949-861-0177

Fax: _____

Developer

Duke Realty

200 Spectrum Center Drive, Suite 1600

Irvine, CA 92618

A. Trip Generation Source: (ITE 10th Edition, 2017) & WSP (January 2019)

Current GP Land Use

I-L/I-G

Proposed Land Use

I-L/I-G

Current Zoning

Light Industrial - M-1

Proposed Zoning

Light Industrial - M-1

Current Trip Generation

In

Out

Total

AM Trips

Proposed Trip Generation

In

Out

Total

75 (PCE)

23 (PCE)

98 (PCE)

PM Trips

34 (PCE)

80 (PCE)

114 (PCE)

Internal Trip Allowance

☐

Yes

☒

No

(_____ % Trip Discount)

Pass-By Trip Allowance

☐

Yes

☒

No

(_____ % Trip Discount)

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

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

See Exhibits 4 & 5

C. Background Traffic

Project Opening & Future Build-Out Year:

2023

Annual Ambient Growth Rate: 1.16 %

Phase Year(s) Not Applicable

Other area projects to be analyzed: City to provide updated information

Model/Forecast methodology Not Applicable

Exhibit B – Scoping Agreement – Page 2

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

- | | |
|--|------------------------------|
| 1. Citrus Av. & I-10 WB Ramps | 6. Oleander Av. & Driveway 3 |
| 2. Citrus Av. & I-10 EB Ramps | 7. Oleander Av. & Slover Av. |
| 3. Citrus Av. & Slover Av. | 8. Driveway 4 & Slover Av. |
| 4. Oleander Av. & Driveway 1 | 9. Driveway 5 & Slover Av. |
| 5. Oleander Av. & Boyle AV./Driveway 2 | 10. Cypress Av. & Slover Av. |
| | 11. Slover Av. & Juniper Av. |

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

- | | |
|--|-----------|
| 1. Slover Av. between Citrus Av. & Oleander Av. | 6. _____ |
| 2. Slover Av. between Oleander Av. & Cypress Av. | 7. _____ |
| 3. Slover Av. between Cypress Av. & Juniper Av. | 8. _____ |
| 4. _____ | 9. _____ |
| 5. _____ | 10. _____ |

E. Other Jurisdictional Impacts

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

If so, name of City Jurisdiction: Caltrans (I-10 at Citrus Avenue and Sierra Avenue)

F. Site Plan (please attach reduced copy)

G. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Engineering Department)

(NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

See Memo Provide truck turning templates for project driveway 1, 3 (including on site 90-degree turn), 4 & 5.

H. Existing Conditions

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

I. VMT Assessment

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

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

Recommended by:

Charlene S. 3/23/2021
Consultant's Representative Date

Approved Scoping Agreement:

Mahmoud Khodr 8/11/2021
City of Fontana Traffic Engineer Date

Scoping Agreement Submitted on 3/23/2021

Revised on 8/10/2021

August 10, 2021

Mr. Mahmoud Khodr
City of Fontana
8353 Sierra Avenue
Fontana, CA 92335

SUBJECT: SCOPING AGREEMENT FOR THE SLOVER AVENUE & CYPRESS AVENUE WAREHOUSE TRAFFIC ASSESSMENT (REVISED)

Dear Mr. Mahmoud Khodr:

The firm of Urban Crossroads, Inc. is pleased to submit this letter documenting the recommended Scope of Work for the traffic assessment in support of the proposed Slover Avenue & Cypress Avenue Warehouse development (**Project**), which is located on the northwest corner of Cypress Avenue and Slover Avenue in the City of Fontana. Exhibit 1 depicts the location of the proposed Project in relation to the existing roadway network. It is our understanding that the Project is to amend the existing Specific Plan and consists of 466,746 square feet of high-cube fulfillment center warehouse use (75% of the total square footage) and 155,582 square feet of high-cube cold storage warehouse use (25% of the total square footage) for a total of 622,328 square feet.

A preliminary site plan for the proposed Project is shown on Exhibit 2. As indicated on Exhibit 2, access to the Project site will be provided to Oleander Avenue via 3 full access driveways and Slover Avenue via 2 driveways. A future raised median is planned to be constructed along Slover Avenue between Oleander Avenue and Cypress Avenue. As such, Driveways 4 and 5 are proposed to be restricted to right-in/right-out access only.

Our goal is to obtain comments from City of Fontana staff, to ensure that the traffic assessment fully addresses the potential impacts of the proposed Project. The remainder of this letter describes the draft proposed analysis methodology, project trip generation, trip distribution, and project traffic assignment/project trips on the surrounding roadway network, which have been used to establish the draft proposed project study area and analysis locations.

STUDY AREA

The purpose of this traffic analysis is to evaluate the peak hour operations of study area intersections based on the proposed distribution of Project traffic. Exhibit 3 presents the proposed study area intersection analysis locations (and listed on Table 1) and study roadway segments are identified on Table 2. The study area intersections will be evaluated using the HCM 6th Edition methodology.

TABLE 1: STUDY AREA INTERSECTIONS

#	Intersection
1	Citrus Av. & I-10 WB Ramps
2	Citrus Av. & I-10 EB Ramps
3	Citrus Av. & Slover Av.
4	Oleander Av. & Driveway 1
5	Oleander Av. & Boyle Av./Driveway 2
6	Oleander Av. & Driveway 3
7	Oleander Av. & Slover Av.
8	Driveway 4 & Slover Av.
9	Driveway 5 & Slover Av.
10	Cypress Av. & Slover Av.
11	Juniper Av. & Slover Av.

TABLE 2: STUDY AREA ROADWAY SEGMENTS

#	Roadway Segments
1	Slover Av. between Citrus Av. & Oleander Av.
2	Slover Av. between Oleander Av. & Cypress Av.
3	Slover Av. between Cypress Av. & Juniper Av.

ANALYSIS SCENARIOS

The analysis of peak hour operations at study area intersections will be provided for the following analysis scenarios:

- Existing (2021) Conditions
- Opening Year Cumulative (2023) Without Project Conditions
- Opening Year Cumulative (2023) With Project Conditions

EXISTING COUNT DATA

The Fontana Unified School District is back in session for the 2021-2022 school year as of August 6, 2021. As such, new traffic counts will be conducted for the study area intersections and roadway segments as identified in Tables 1 and 2. Existing intersection turning movement counts will be collected at the study area intersection locations during the **weekday AM** (7-9AM) and **weekday PM** (4-6PM). Existing (2021) traffic counts will be compared to historic count data for the purposes of determining if any further adjustments are necessary to the baseline traffic. An ambient growth rate of 1.16 percent per year is proposed to adjust the historic count data to the current baseline year

(2021). The growth rate is based on the average growth for population (1.06% per year), households (1.43% per year), and employment (0.97% per year) between 2016 and 2045 in the 2020 SCAG RTP/SCS for the City of Fontana (Connect SoCal, adopted September 3, 2020).

TRIP GENERATION

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) was used to estimate the trip generation. Trip generation rates for the Project are shown in Table 3.

TABLE 3: TRIP GENERATION RATES

Land Use ¹	ITE LU		AM Peak Hour			PM Peak Hour			Daily
	Units ²	Code	In	Out	Total	In	Out	Total	
Actual Vehicles:									
High-Cube Fulfillment Center Warehouse ⁴	TSF	--	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks			0.006	0.002	0.008	0.003	0.008	0.011	0.162
5+-Axle Trucks			0.008	0.003	0.011	0.003	0.007	0.010	0.217
High-Cube Cold Storage Warehouse ³	TSF	157	0.085	0.025	0.110	0.032	0.088	0.120	2.120
Passenger Cars			0.062	0.018	0.080	0.025	0.067	0.092	1.378
2-Axle Trucks			0.008	0.002	0.010	0.003	0.007	0.010	0.257
3-Axle Trucks			0.003	0.001	0.003	0.001	0.002	0.003	0.082
4+-Axle Trucks			0.012	0.004	0.016	0.004	0.011	0.015	0.403
Passenger Car Equivalent (PCE): ⁵									
High-Cube Fulfillment Center Warehouse ⁴	TSF	--	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (PCE = 2.5)			0.015	0.005	0.020	0.008	0.008	0.028	0.405
5+-Axle Trucks (PCE = 3.0)			0.025	0.008	0.033	0.008	0.022	0.030	0.651
High-Cube Cold Storage Warehouse ³	TSF	157	0.085	0.025	0.110	0.032	0.088	0.120	2.120
Passenger Cars			0.062	0.018	0.080	0.025	0.067	0.092	1.378
2-Axle Trucks (PCE = 2.0)			0.016	0.005	0.021	0.005	0.014	0.019	0.515
3-Axle Trucks (PCE = 2.5)			0.006	0.002	0.008	0.002	0.006	0.008	0.204
4+-Axle Trucks (PCE = 3.0)			0.037	0.011	0.048	0.012	0.033	0.045	1.209

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

² TSF = thousand square feet

³ Vehicle Mix Source: ITE Trip Generation Handbook Supplement (2020), Appendix C.

Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.

Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

⁴ Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.

Inbound and outbound split source: ITE Trip Generation Manual, Tenth Edition (2017) for ITE Land Use Code 154.

⁵ PCE factors per City's TIA Guidelines.

The ITE Trip Generation Manual Supplement (February 2020) has trip generation rates for high-cube fulfillment center use for both non-sort and sort facilities (ITE land use code 155). While there is sufficient data to support use of the trip generation rates for non-sort facilities, the sort facility rate appears to be unreliable because they are based on limited data (i.e., one to two surveyed sites only). The proposed Project is speculative and whether a non-sort or sort facility end-user would occupy the building is not known at this time. Lastly, the ITE Trip Generation Manual recommends the use of local data sources where available. As such, the best available source for high-cube fulfillment center use would be the trip-generation statistics published in the High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) which was commissioned by the Western Riverside Council of Governments (WRCOG) in support of the Transportation Uniform Mitigation Fee (TUMF) update in the County of Riverside. The WSP trip generation rates were published in January 2019 and are based on data collected at 11 local high-cube fulfillment center sites located throughout Southern California (located throughout both Riverside County and San Bernardino County).

The trip generation summary for the Project in actual vehicles is shown on Table 4. As shown on Table 4, the Project is anticipated to generate a total of 1,328 two-way trips per day with 74 AM peak hour trips and 94 PM peak hour trips.

TABLE 4: TRIP GENERATION SUMMARY (ACTUAL VEHICLES)

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
High-Cube Cold Storage (25%)	155.582 TSF							
Passenger Cars:		10	3	13	4	10	14	214
2-axle Trucks:		1	0	1	0	1	1	40
3-axle Trucks:		0	0	0	0	0	0	14
4+-axle Trucks:		2	1	3	1	2	3	64
Total Truck Trips (Actual Vehicles):		3	1	4	1	3	4	118
Total Trips (Actual Vehicles)²		13	4	17	5	13	18	332
High-Cube Fulfillment (75%)	466.746 TSF							
Passenger Cars:		37	11	48	19	48	67	818
2-4 axle Trucks:		3	1	4	1	4	5	76
5+-axle Trucks:		4	1	5	1	3	4	102
Total Truck Trips (Actual Vehicles):		7	2	9	2	7	9	178
Total Trips (Actual Vehicles)²		44	13	57	21	55	76	996
Total Passenger Cars:		47	14	61	23	58	81	1,032
Total Trucks (Actual Vehicles):		10	3	13	3	10	13	296
Total Trips (Actual Vehicles)²		57	17	74	26	68	94	1,328

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

The trip generation summary for the Project in PCE is shown on Table 5. As shown on Table 5, the Project is anticipated to generate a total of 1,826 PCE two-way trips per day with 98 PCE AM peak hour trips and 114 PCE PM peak hour trips.

TABLE 5: TRIP GENERATION SUMMARY (PCE)

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Passenger Car Equivalent (PCE):								
High-Cube Cold Storage (25%)	155.582 TSF							
Passenger Cars:		10	3	13	4	10	14	214
2-axle Trucks:		2	1	3	1	2	3	80
3-axle Trucks:		1	0	1	0	1	1	32
4+-axle Trucks:		6	2	8	2	5	7	188
Total Truck Trips (PCE):		9	3	12	3	8	11	300
Total Trips (PCE)²		19	6	25	7	18	25	514
High-Cube Fulfillment (75%)	466.746 TSF							
Passenger Cars:		37	11	48	19	48	67	818
2-4 axle Trucks:		7	2	9	4	4	8	190
5+-axle Trucks:		12	4	16	4	10	14	304
Total Truck Trips (PCE):		19	6	25	8	14	22	494
Total Trips (PCE)²		56	17	73	27	62	89	1,312
Total Passenger Cars:		47	14	61	23	58	81	1,032
Total Trucks (PCE):		28	9	37	11	22	33	794
Total Trips (PCE)²		75	23	98	34	80	114	1,826

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

TRIP DISTRIBUTION

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. Exhibits 4 and 5 illustrate the passenger car and truck trip distribution patterns through the study area intersections, respectively.

LEVEL OF SERVICE (LOS) CRITERIA

The City of Fontana has set the goal for acceptable LOS as LOS C or better, wherever feasible (see Goal #1, Policy #12 of the City of Fontana General Plan Circulation Element). However, in some instances maintaining the LOS C threshold within a built environment may require extensive roadway widening

that could affect existing uses, property rights and substantial costs associated with implementing these improvements. In the event that the improvements required to maintain LOS C is determined to be infeasible, the City of Fontana recognizes that LOS D may be considered the worst acceptable level of service in urbanized areas of the City.

DEFICIENCY CRITERIA – INTERSECTIONS

For the intersections that lie within the City of Fontana, determination of whether the Project has an adverse effect on intersection operations will be based on a comparison of without and with project levels of service. A deficiency occurs if project traffic increases the average delay at an intersection by more than the thresholds identified on Table 6. The thresholds for LOS A, B, and C do not apply to projects consistent with the General Plan. The deficiency criteria will be applied to Opening Year Cumulative traffic conditions to determine off-site construct obligations and will recommend improvements needed to reduce delays to pre-project conditions (as applicable).

TABLE 6: INTERSECTION DEFICIENCY CRITERIA

Pre-Project LOS	Deficiency Criteria ¹
LOS A/B	10.0 Seconds
LOS C	8.0 Seconds
LOS D	5.0 Seconds
LOS E	2.0 Seconds
LOS F	1.0 Second

¹ Increase in delay.

AMBIENT GROWTH

Consistent with other studies performed in the area, an ambient growth rate of 1.16% per year is proposed for the study area intersections to approximate background traffic growth not identified by nearby cumulative development projects. The rate will be compounded over a two-year period (i.e., $1.0116^{2\text{years}} = 1.0233$ or 2.33% for 2023).

SPECIAL ISSUES

The following special issues will also be addressed as part of the focused traffic assessment:

- Conduct traffic signal warrant analysis for all existing and future unsignalized study area intersections.
- Provide a queuing analysis for Project driveways and the site adjacent intersection of Oleander Avenue at Slover Avenue.

Mr. Mahmoud Khodr
City of Fontana
August 10, 2021
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CUMULATIVE DEVELOPMENT PROJECTS

The list of cumulative projects is shown on Exhibit 6 and listed on Table 7.

SIGNAL TIMING

It is requested that the City provide any signal timing that should be considered for signalized study area intersections within the City.

The analysis findings and recommendations (if applicable) will be presented in a draft report for the City's review. If you have any questions, please contact me directly at (949) 861-0177.

Respectfully submitted,



Charlene So, PE
Associate Principal

Table 7
Page 1 of 2

Cumulative Development Land Use Summary

TAZ	Project	Land Use	Quantity ²
1	Southwest Industrial Park (SWIP) ¹	Freeway Industrial Commercial (Central)	
		Warehousing	761.067 TSF
		Office	147.786 TSF
		Office Park	152.213 TSF
		Commercial Retail	456.640 TSF
		Freeway Industrial Commercial (East)	
		Warehousing	886.410 TSF
		Office	172.125 TSF
		Office Park	177.282 TSF
		Commercial Retail	531.846 TSF
		Freeway Industrial Commercial (North)	
		Warehousing	335.885 TSF
		Office	65.223 TSF
		Office Park	67.177 TSF
		Commercial Retail	201.531 TSF
		Freeway Industrial Commercial (West)	
		Warehousing	747.959 TSF
		Office	145.241 TSF
		Office Park	149.592 TSF
		Commercial Retail	448.776 TSF
		Jurupa North Research & Development (West)	
		Light Industrial	1344.901 TSF
		Office	478.407 TSF
		Office Park	847.485 TSF
		Research & Development	677.988 TSF
		Jurupa North Research & Development (Central)	
		Light Industrial	964.045 TSF
		Office	342.930 TSF
		Office Park	607.490 TSF
		Research & Development	485.992 TSF
		Jurupa North Research & Development (East)	
		Light Industrial	917.459 TSF
		Office	326.358 TSF
		Office Park	578.134 TSF
		Research & Development	462.506 TSF
		Jurupa South Industrial	
		Light Industrial	70.985 TSF
		Warehousing	1799.899 TSF
		Slover Central Manufacturing/Industrial	
		Manufacturing	1113.002 TSF
		Warehousing	2597.004 TSF

Table 7
Page 2 of 2

Cumulative Development Land Use Summary

TAZ	Project	Land Use	Quantity ²
1	Southwest Industrial Park (SWIP) ¹	Slover East Industrial	
		Light Industrial	719.464 TSF
		Warehousing	1006.149 TSF
		Office Park	503.074 TSF
		Slover West Industrial	
		Light Industrial	1384.886 TSF
		Warehousing	3518.167 TSF
		Speedway Industrial	
		Light Industrial	930.121 TSF
		Warehousing	762.191 TSF
		Office Park	13.264 TSF
		SWIP Residential Trucking (1,3 and 4)	
		Single Family Detached Residential	84 DU
2	Citrus Center	Office	47.000 TSF
		Retail	44.500 TSF
		Fast Food w/ Drive-Thru	8.658 TSF
3	ASP 16-018	Retail w/ Gas Station	18.800 TSF
4	Southwest Fontana Logistics Center Project	City Park	17.45 AC
5	Walmart Shopping Center	Free-Standing Discount Superstore	200.000 TSF
		Specialty Retail Center	9.490 TSF
		Fast Food w/o Drive-Thru	9.490 TSF
6	First Redwood Logistics	High-Cube Warehouse / Distribution Center	360.000 TSF
		General Light Industrial	41.436 TSF
7	SWC Oleander Av. & Slover Av.	High-Cube Warehouse (Cold Storage)	52.580 TSF
		Warehousing	157.740 TSF
8	St. Mary's Catholic Church	Church	19.508 TSF
9	GLC Fontana III	Warehousing	362.416 TSF
		High-Cube Cold Storage Warehouse	90.604 TSF
10	Fontana Foothills	High-Cube Warehouse / Distribution Center	754.408 TSF
11	14801 Slover Avenue Warehouse	High-Cube Warehouse (Cold Storage)	77.053 TSF
		Warehousing	231.158 TSF
12	Slover Industrial Center	High-Cube Warehouse (Cold Storage)	20.421 TSF
		Warehousing	115.719 TSF
13	SEC of Citrus Av. & Slover Av.	Warehousing	194.212 TSF
14	Sierra Business Center	High-Cube Fulfillment Center	185.840 TSF
		High-Cube Warehouse / Distribution Center	61.947 TSF

¹ Source: Southwest Industrial Park (SWIP) Project TIA, RBF Consulting, September 29, 2011.

² TSF = Thousand Square Feet; AC = Acres; DU = Dwelling Units

EXHIBIT 1: LOCATION MAP

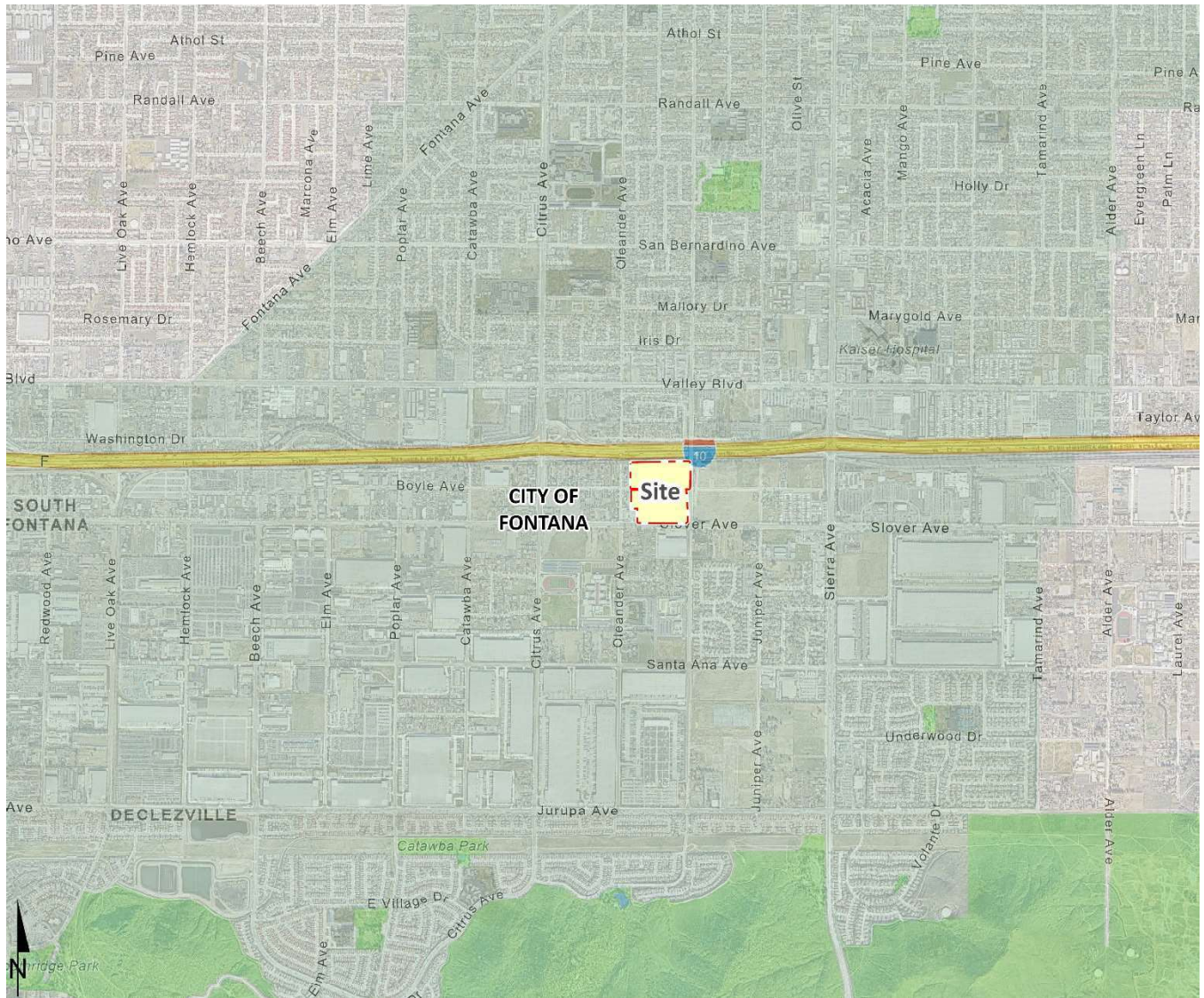


EXHIBIT 2: PRELIMINARY SITE PLAN

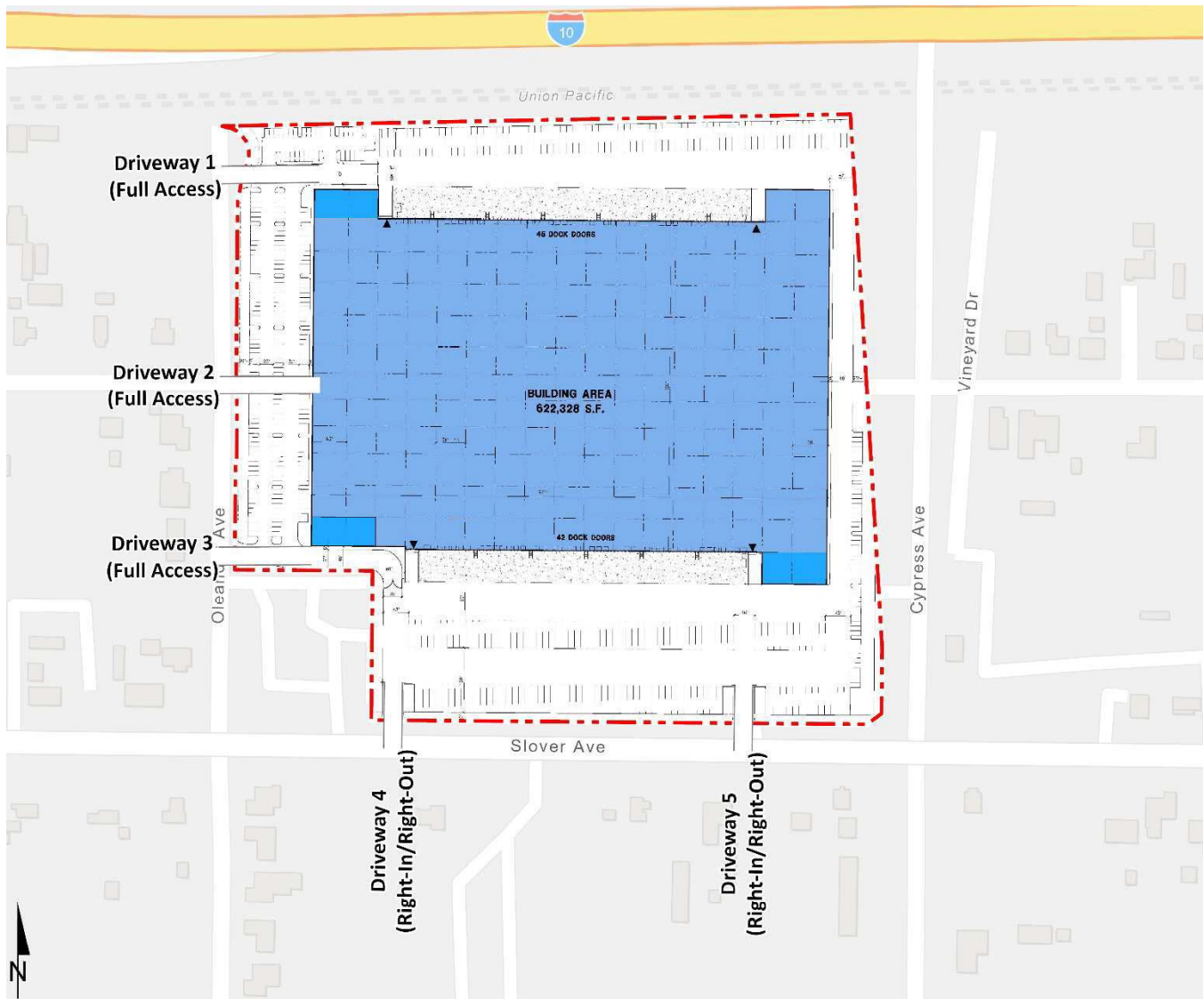


EXHIBIT 3: STUDY AREA

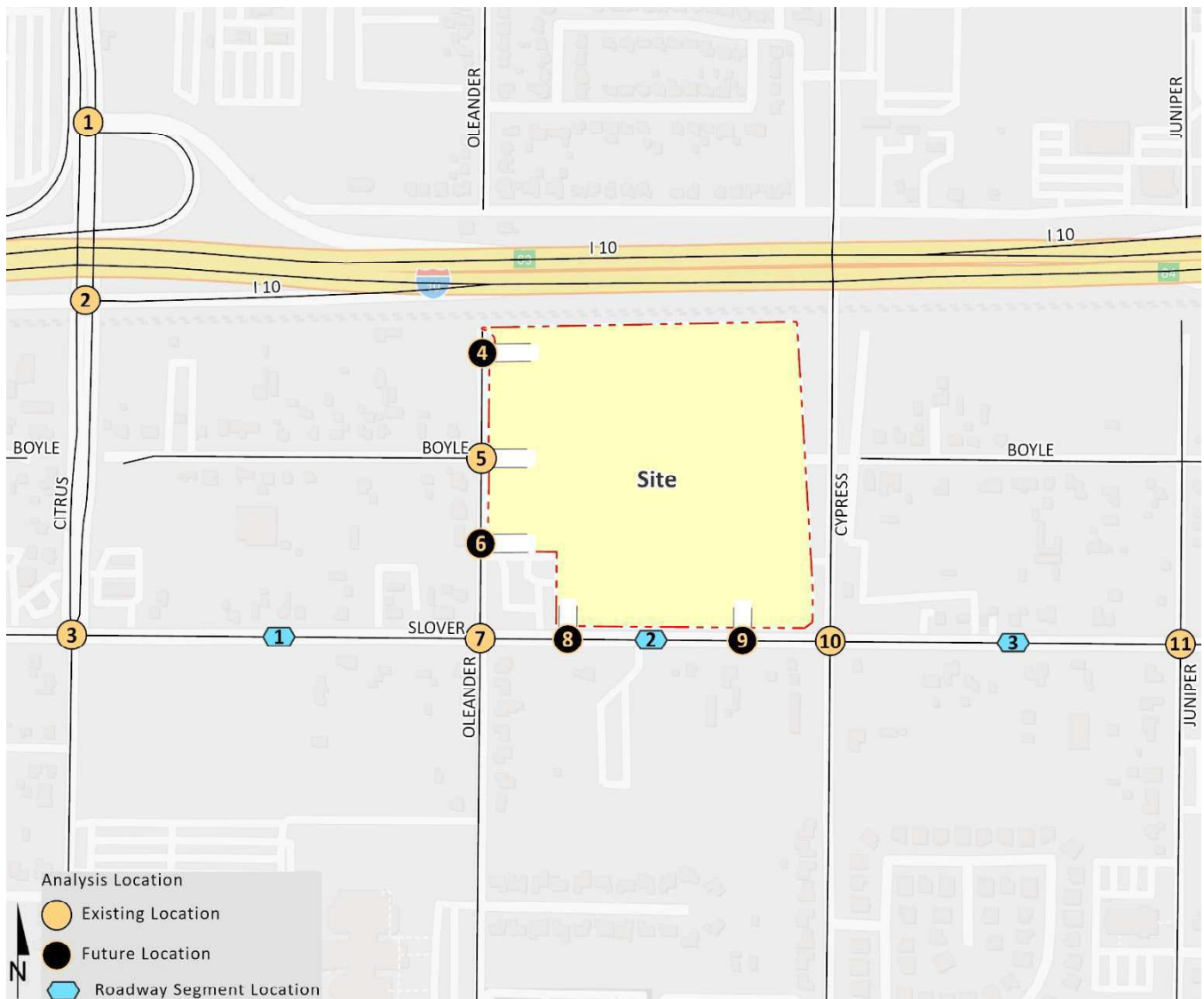


EXHIBIT 4: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION

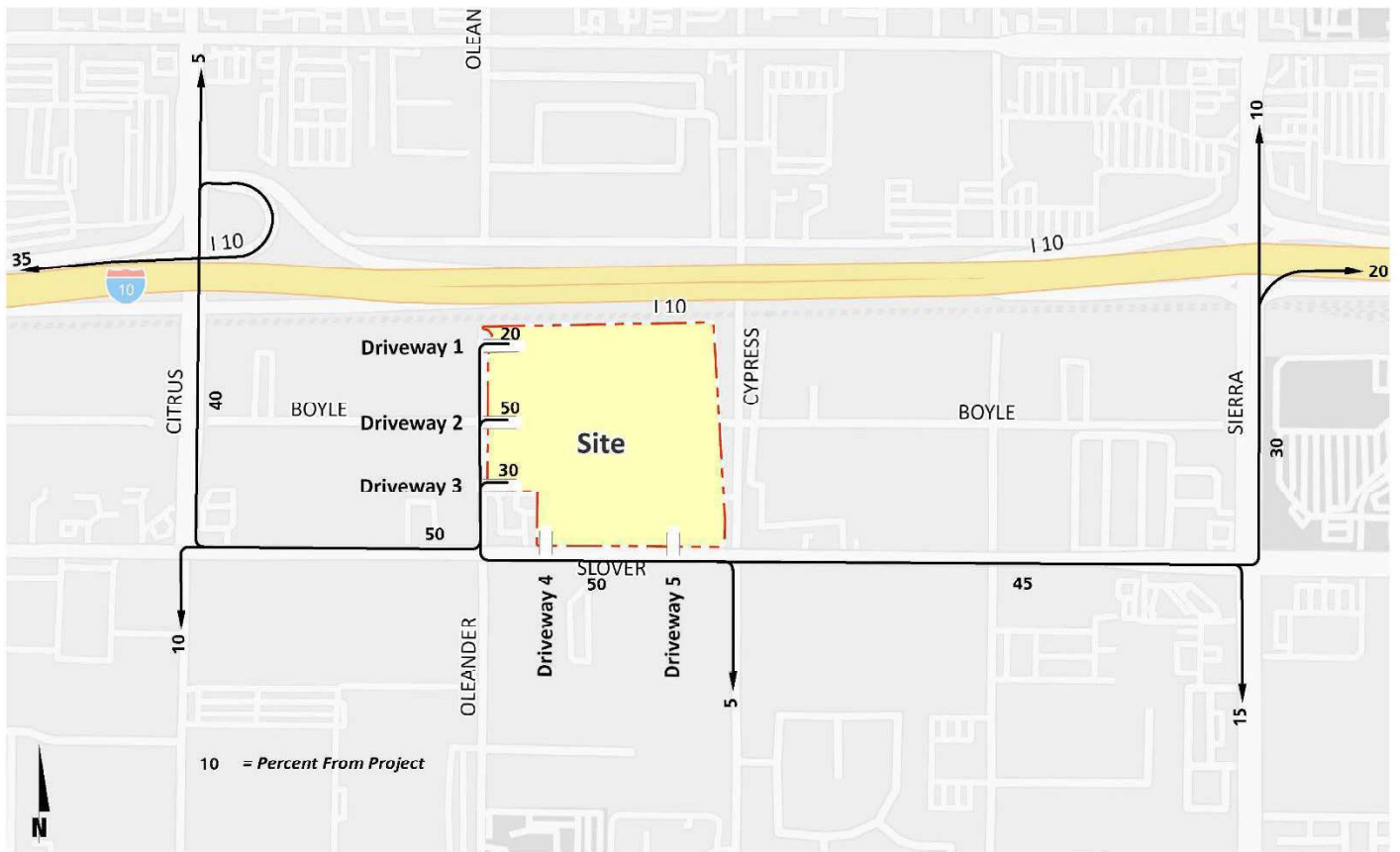


EXHIBIT 5: PROJECT (TRUCK) TRIP DISTRIBUTION

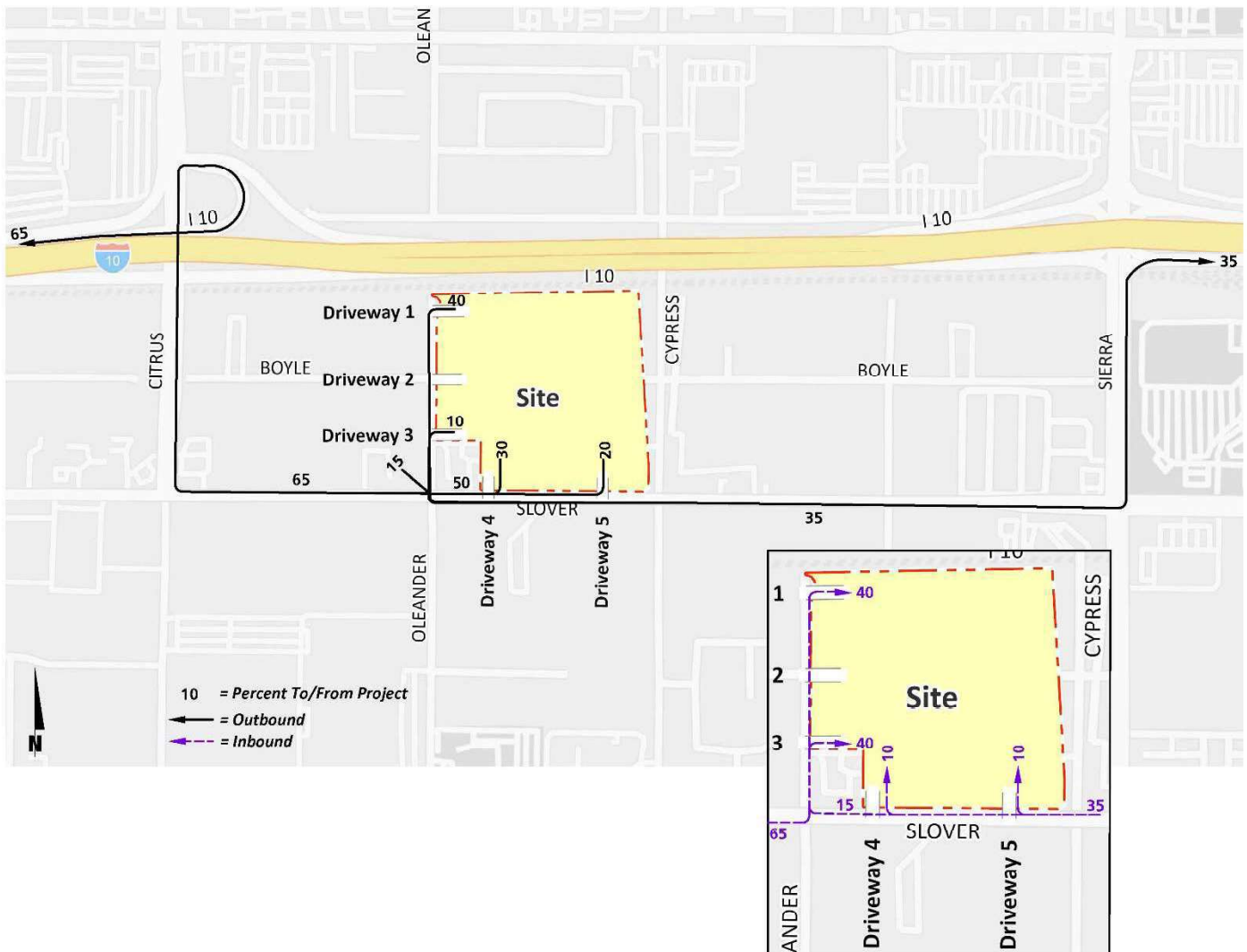
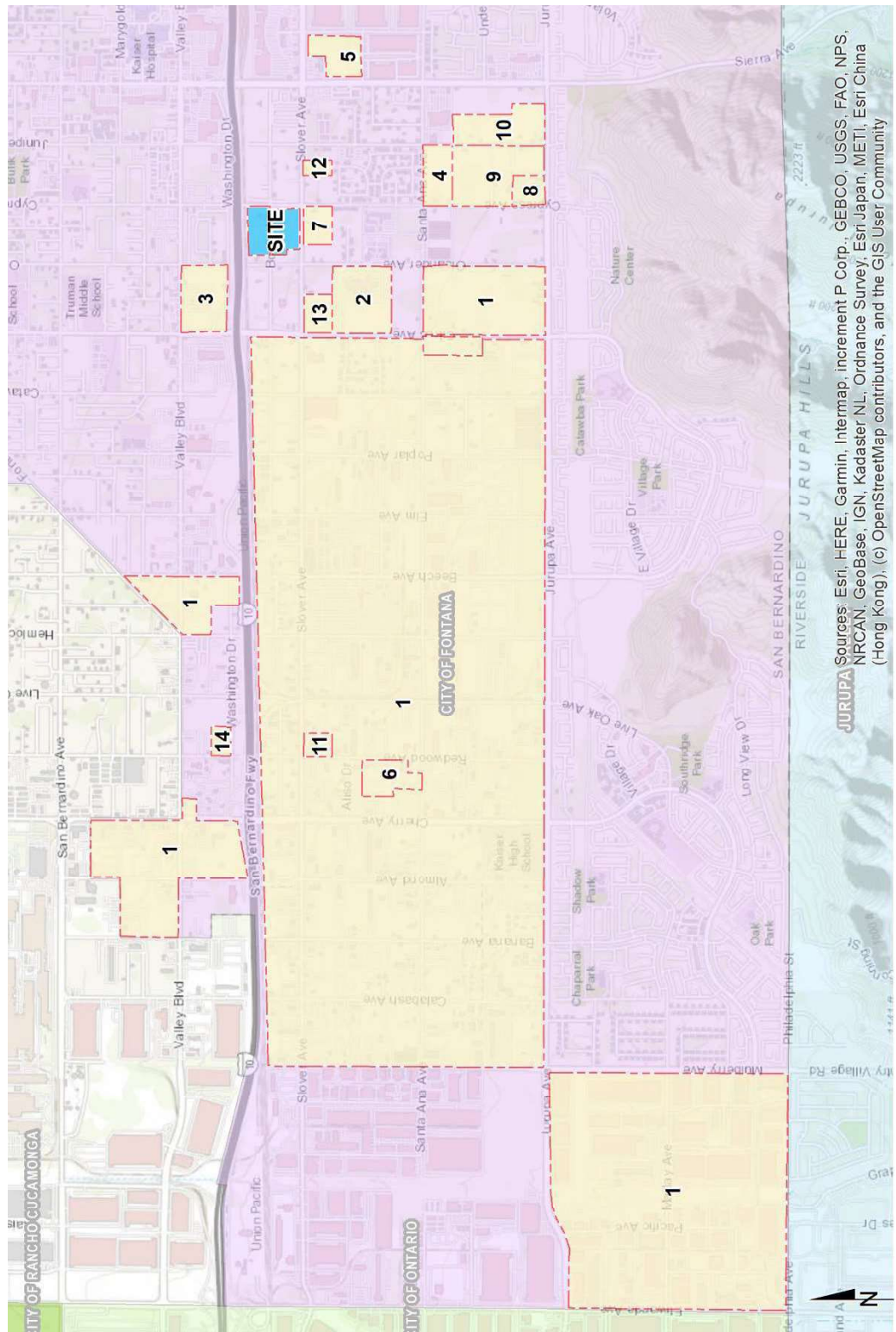


EXHIBIT 6: CUMULATIVE DEVELOPMENT LOCATION MAP



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APPENDIX 3.1:

EXISTING & HISTORICAL TRAFFIC COUNTS

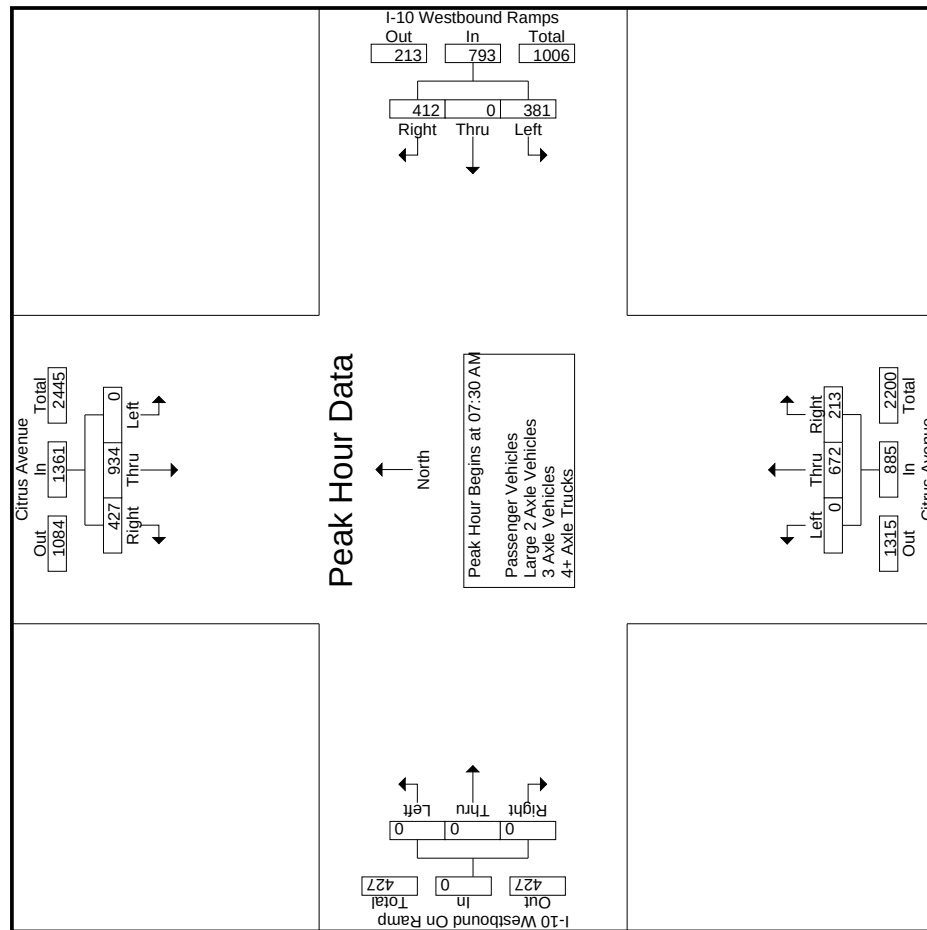
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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

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

File Name : 01_FON_Citrus_10W AM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks																														
	Citrus Avenue Southbound					Citrus Avenue Northbound					I-10 Westbound On Ramp Eastbound																			
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total												
07:00 AM	0	189	133	0	322	60	0	114	61	174	0	145	62	11	207	0	0	0	72	703	775									
07:15 AM	0	203	146	0	349	73	0	115	49	188	0	126	68	10	194	0	0	0	59	731	790									
07:30 AM	0	210	118	0	328	73	0	119	52	192	0	158	50	14	208	0	0	0	66	728	794									
07:45 AM	0	256	108	0	364	132	0	123	35	255	0	157	46	9	203	0	0	0	44	822	866									
Total	0	858	505	0	1363	338	0	471	197	809	0	586	226	44	812	0	0	0	241	2984	3225									
08:00 AM	0	240	95	0	335	93	0	87	32	180	0	166	56	26	222	0	0	0	58	737	795									
08:15 AM	0	228	106	0	334	83	0	83	28	166	0	191	61	20	252	0	0	0	48	752	800									
08:30 AM	0	153	104	0	257	56	0	89	42	145	0	150	53	9	203	0	0	0	51	605	656									
08:45 AM	0	159	62	0	221	53	0	91	49	144	0	143	50	11	193	0	0	0	60	558	618									
Total	0	780	367	0	1147	285	0	350	151	635	0	650	220	66	870	0	0	0	217	2652	2869									
Grand Total	0	1638	872	0	2510	623	0	821	348	1444	0	1236	446	110	1682	0	0	0	458	5636	6094									
Approch %	0	65.3	34.7		43.1	0	56.9			25.6	0	73.5	26.5		29.8	0	0	0												
Total %	0	29.1	15.5		44.5	11.1	0	14.6		25.6	0	21.9	7.9		29.8	0	0	0	7.5	92.5										
Passenger Vehicles	0	1512	809	0	2321	547	0	746	92	1613	0	1144	355	70.9	1577	0	0	0	0	0	5511									
% Passenger Vehicles	0	92.3	92.8	0	92.5	87.8	0	90.9	92	90	0	92.6	79.6	70.9	88	0	0	0	0	0	90.4									
Large 2 Axle Vehicles	0	59	24	0	83	22	0	29	4.3	66	0	48	15	3.4	68	0	0	0	0	0	217									
% Large 2 Axle Vehicles	0	3.6	2.8	0	3.3	3.5	0	3.5	4.3	3.7	0	3.9	3.4	4.5	3.8	0	0	0	0	0	3.6									
3 Axle Vehicles	0	25	11	0	36	11	0	20	2	36	0	13	22	42	42	0	0	0	0	0	114									
% 3 Axle Vehicles	0	1.5	1.3	0	1.4	1.8	0	2.4	1.4	2	0	1.1	4.9	6.4	2.3	0	0	0	0	0	1.9									
4+ Axle Trucks	0	42	28	0	70	43	0	26	77	77	0	31	54	105	105	0	0	0	0	0	252									
% 4+ Axle Trucks	0	2.6	3.2	0	2.8	6.9	0	3.2	2.3	4.3	0	2.5	12.1	18.2	5.9	0	0	0	0	0	4.1									
															Citrus Avenue Northbound					I-10 Westbound On Ramp Eastbound										
															Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																														
Peak Hour for Entire Intersection Begins at 07:30 AM																														
07:30 AM															0	210	118	328	73	0	119	192	0	158	50	208	0	0	0	728
07:45 AM															0	256	108	364	132	0	123	255	0	157	46	203	0	0	0	822
08:00 AM															0	240	95	335	93	0	87	180	0	166	56	222	0	0	0	737
08:15 AM															0	228	106	334	83	0	83	166	0	191	61	252	0	0	0	752
Total Volume															0	934	427	1361	381	0	412	793	0	672	213	885	0	0	0	3039
% App. Total															0	68.6	31.4		48	0	52	75.9	24.1	0	0	0	0	0	0	
PHF															.000	.912	.905	.935	.722	.000	.837	.777	.000	.880	.873	.878	.000	.000	.920	



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

File Name : 01_FON_Citrus_10W AM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 3

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Start Time	Citrus Avenue Southbound				I-10 Westbound Ramps Westbound				Citrus Avenue Northbound				I-10 Westbound On Ramp Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM				07:15 AM				07:30 AM				07:00 AM			
+0 mins.	0	203	146	349	73	0	115	188	0	158	50	208	0	0	0	0
+15 mins.	0	210	118	328	73	0	119	192	0	157	46	203	0	0	0	0
+30 mins.	0	256	108	364	132	0	123	255	0	166	56	222	0	0	0	0
+45 mins.	0	240	95	335	93	0	87	180	0	191	61	252	0	0	0	0
Total Volume	0	909	467	1376	371	0	444	815	0	672	213	885	0	0	0	0
% App. Total	0	66.1	33.9		45.5	0	54.5		0	75.9	24.1		0	0	0	
PHF	.000	.888	.800	.945	.703	.000	.902	.799	.000	.880	.873	.878	.000	.000	.000	.000

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

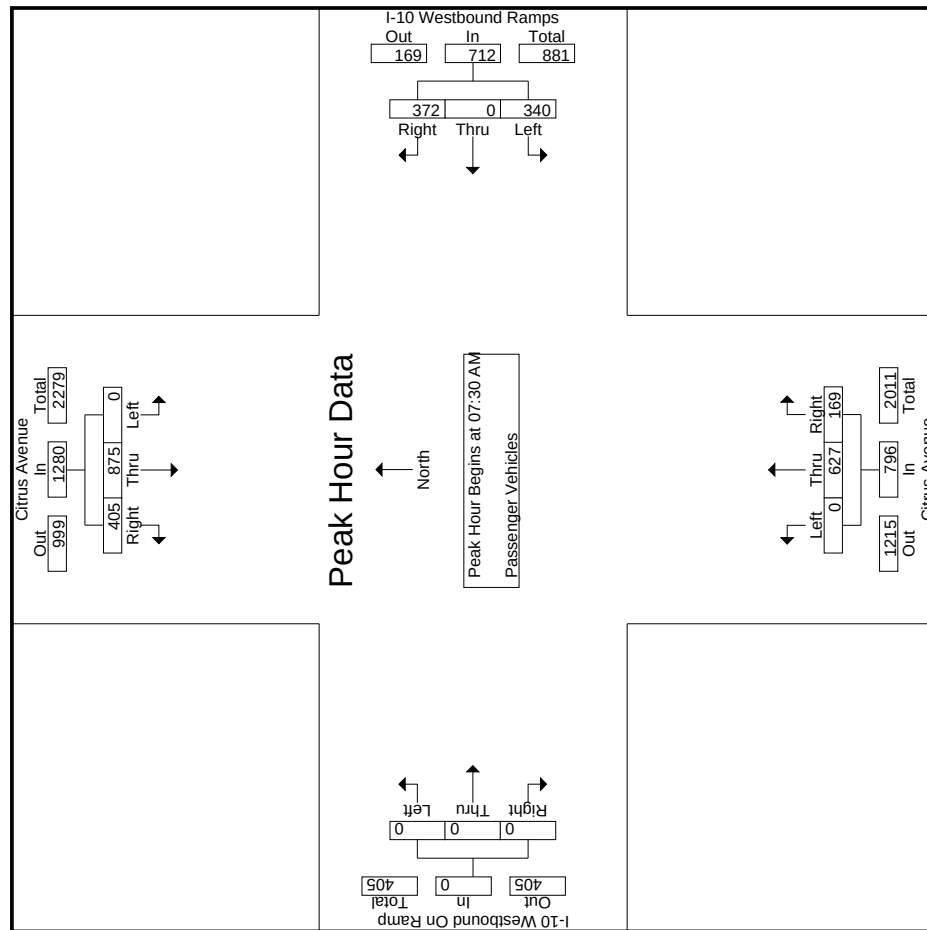
File Name : 01_FON_Citrus_10W AM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 1

Groups Printed- Passenger Vehicles

	Citrus Avenue Southbound					I-10 Westbound Ramps Westbound					Citrus Avenue Northbound					I-10 Westbound On Ramp Eastbound				
	Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
	07:00 AM	0	176	122	0	298	52	0	104	56	156	0	135	56	9	191	0	0	0	710
	07:15 AM	0	186	138	0	324	68	0	112	48	180	0	116	57	6	173	0	0	0	731
	07:30 AM	0	196	114	0	310	64	0	113	51	177	0	149	45	13	194	0	0	0	745
	07:45 AM	0	244	103	0	347	122	0	105	28	227	0	148	39	6	187	0	0	0	795
	Total	0	802	477	0	1279	306	0	434	183	740	0	548	197	34	745	0	0	0	2981
	08:00 AM	0	222	88	0	310	84	0	80	31	164	0	152	37	16	189	0	0	0	710
	08:15 AM	0	213	100	0	313	70	0	74	26	144	0	178	48	16	226	0	0	0	725
	08:30 AM	0	132	95	0	227	43	0	76	35	119	0	137	41	6	178	0	0	0	565
	08:45 AM	0	143	49	0	192	44	0	82	45	126	0	129	32	6	161	0	0	0	530
	Total	0	710	332	0	1042	241	0	312	137	553	0	596	158	44	754	0	0	0	2530
	Grand Total	0	1512	809	0	2321	547	0	746	320	1293	0	1144	355	78	1499	0	0	0	5511
	Approach %	0	65.1	34.9			42.3	0	57.7			0	76.3	23.7			0	0	0	
	Total %	0	29.6	15.8		45.4	10.7	0	14.6		25.3	0	22.4	6.9		29.3	0	0	0	92.8

	Citrus Avenue Southbound				I-10 Westbound Ramps Westbound				Citrus Avenue Northbound				I-10 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:30 AM																
07:30 AM	0	196	114	310	64	0	113	177	0	149	45	194	0	0	0	0
07:45 AM	0	244	103	347	122	0	105	227	0	148	39	187	0	0	0	0
08:00 AM	0	222	88	310	84	0	80	164	0	152	37	189	0	0	0	0
08:15 AM	0	213	100	313	70	0	74	144	0	178	48	226	0	0	0	0
Total Volume	0	875	405	1280	340	0	372	712	0	627	169	796	0	0	0	0
% App. Total	0	68.4	31.6		47.8	0	52.2		0	78.8	21.2		0	0	0	
PHE	.000	.897	.888	.922	.697	.000	.823	.784	.000	.881	.880	.881	.000	.000	.000	.000

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

File Name : 01_FON_Citrus_10W AM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 3

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Start Time	Citrus Avenue Southbound				I-10 Westbound Ramps Westbound				Citrus Avenue Northbound				I-10 Westbound On Ramp Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	196	114	310	64	0	113	177	0	149	45	194	0	0	0	0
+15 mins.	0	244	103	347	122	0	105	227	0	148	39	187	0	0	0	0
+30 mins.	0	222	88	310	84	0	80	164	0	152	37	189	0	0	0	0
+45 mins.	0	213	100	313	70	0	74	144	0	178	48	226	0	0	0	0
Total Volume	0	875	405	1280	340	0	372	712	0	627	169	796	0	0	0	0
% App. Total	0	68.4	31.6		47.8	0	52.2		0	78.8	21.2		0	0	0	
PHF	.000	.897	.888	.922	.697	.000	.823	.784	.000	.881	.880	.881	.000	.000	.000	.000

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File Name : 01_FON_Citrus_10W AM
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Page No : 1

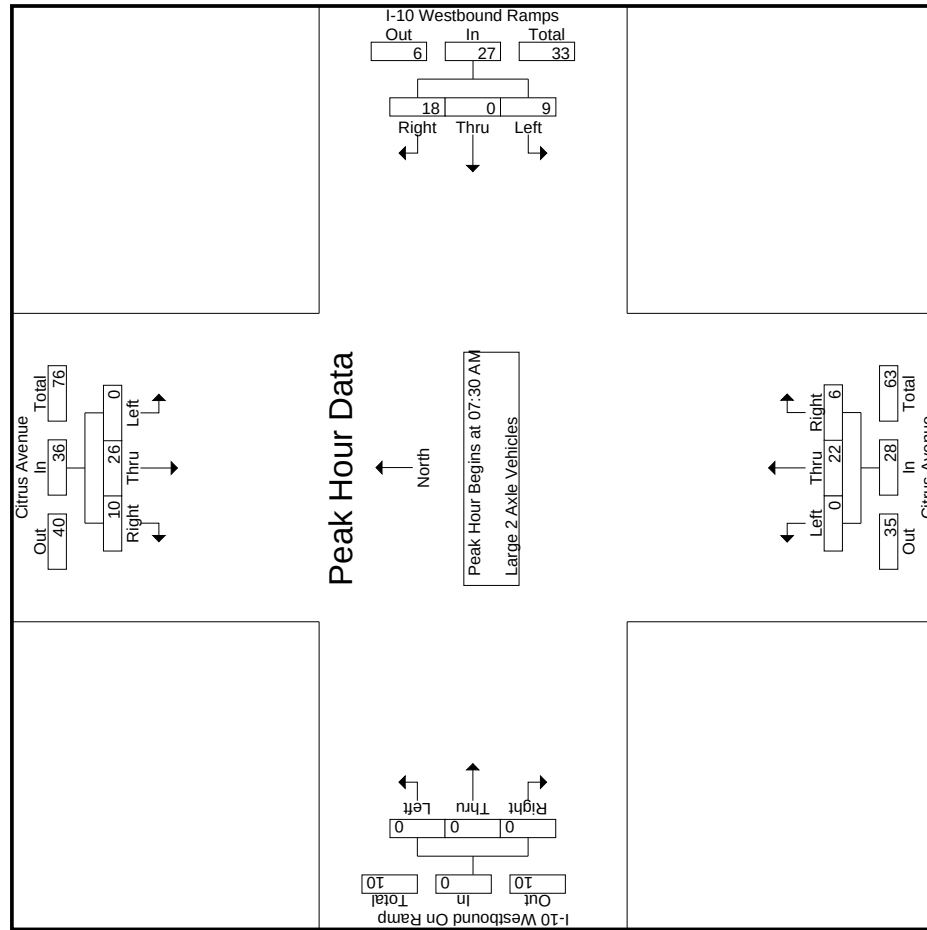
City of Fontana
N/S: Citrus Avenue
EW: I-10 Westbound Ramps
Weather: Clear

Groups Printed- Large 2 Axle Vehicles

		Citrus Avenue Southbound						I-10 Westbound Ramps Westbound						Citrus Avenue Northbound						I-10 Westbound On Ramp Eastbound					
		Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
Start Time																									
07:00 AM		0	7	4	0	11	3	0	3	3	6	0	5	2	1	7	0	0	0	0	0	4	24	28	
07:15 AM		0	6	3	0	9	2	0	0	0	2	0	8	2	2	10	0	0	0	0	0	2	21	23	
07:30 AM		0	6	2	0	8	0	0	4	1	4	0	4	0	0	4	0	0	0	0	0	1	16	17	
07:45 AM		0	7	2	0	9	3	0	7	3	10	0	6	1	1	7	0	0	0	0	0	4	26	30	
Total		0	26	11	0	37	8	0	14	7	22	0	23	5	4	28	0	0	0	0	0	11	87	98	
08:00 AM		0	7	4	0	11	1	0	3	1	4	0	7	1	0	8	0	0	0	0	0	1	23	24	
08:15 AM		0	6	2	0	8	5	0	4	1	9	0	5	4	0	9	0	0	0	0	0	1	26	27	
08:30 AM		0	11	1	0	12	5	0	6	5	11	0	6	1	0	7	0	0	0	0	0	5	30	35	
08:45 AM		0	9	6	0	15	3	0	2	1	5	0	7	4	1	11	0	0	0	0	0	2	31	33	
Total		0	33	13	0	46	14	0	15	8	29	0	25	10	1	35	0	0	0	0	0	9	110	119	
Grand Total		0	59	24	0	83	22	0	29	15	51	0	48	15	5	63	0	0	0	0	0	20	197	217	
Approch %		0	71.1	28.9		43.1	0	56.9			25.9	0	76.2	23.8		0	0	0	0			9.2	90.8		
Total %		0	29.9	12.2		42.1	11.2	0	14.7			0	24.4	7.6		32	0	0	0						

Start Time	Citrus Avenue Southbound						I-10 Westbound Ramps Westbound						Citrus Avenue Northbound						I-10 Westbound On Ramp Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total				
	Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:30 AM																								
07:30 AM	0	6	2	8	0	0	4	4	0	4	0	4	4	0	0	0	0	0	0	0	16			
07:45 AM	0	7	2	9	3	0	7	10	0	6	1	7	7	0	0	0	0	0	0	0	26			
08:00 AM	0	7	4	11	1	0	3	4	0	7	1	8	8	0	0	0	0	0	0	0	23			
08:15 AM	0	6	2	8	5	0	4	9	0	5	4	9	9	0	0	0	0	0	0	0	26			
Total Volume	0	26	10	36	9	0	18	27	0	22	6	28	28	0	0	0	0	0	0	0	91			
% App. Total	0	72.2	27.8		33.3	0	66.7		0	78.6	21.4			0	0	0	0	0	0					
PHF	.000	.929	.625	.818	.450	.000	.643	.675	.000	.786	.375	.778	.000	.000	.000	.000	.000	.000	.000	.000	.875			

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

File Name : 01_FON_Citrus_10W AM
Site Code : 05121403
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Start Time	Citrus Avenue Southbound				I-10 Westbound Ramps Westbound				Citrus Avenue Northbound				I-10 Westbound On Ramp Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	6	2	8	0	0	4	4	0	4	0	4	0	0	0	0
+15 mins.	0	7	2	9	3	0	7	10	0	6	1	7	0	0	0	0
+30 mins.	0	7	4	11	1	0	3	4	0	7	1	8	0	0	0	0
+45 mins.	0	6	2	8	5	0	4	9	0	5	4	9	0	0	0	0
Total Volume	0	26	10	36	9	0	18	27	0	22	6	28	0	0	0	0
% App. Total	0	72.2	27.8		33.3	0	66.7		0	78.6	21.4		0	0	0	
PHF	.000	.929	.625	.818	.450	.000	.643	.675	.000	.786	.375	.778	.000	.000	.000	.000

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File Name : 01_FON_Citrus_10W AM
Site Code : 05121403
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Page No : 1

City of Fontana
N/S: Citrus Avenue
EW: I-10 Westbound Ramps
Weather: Clear

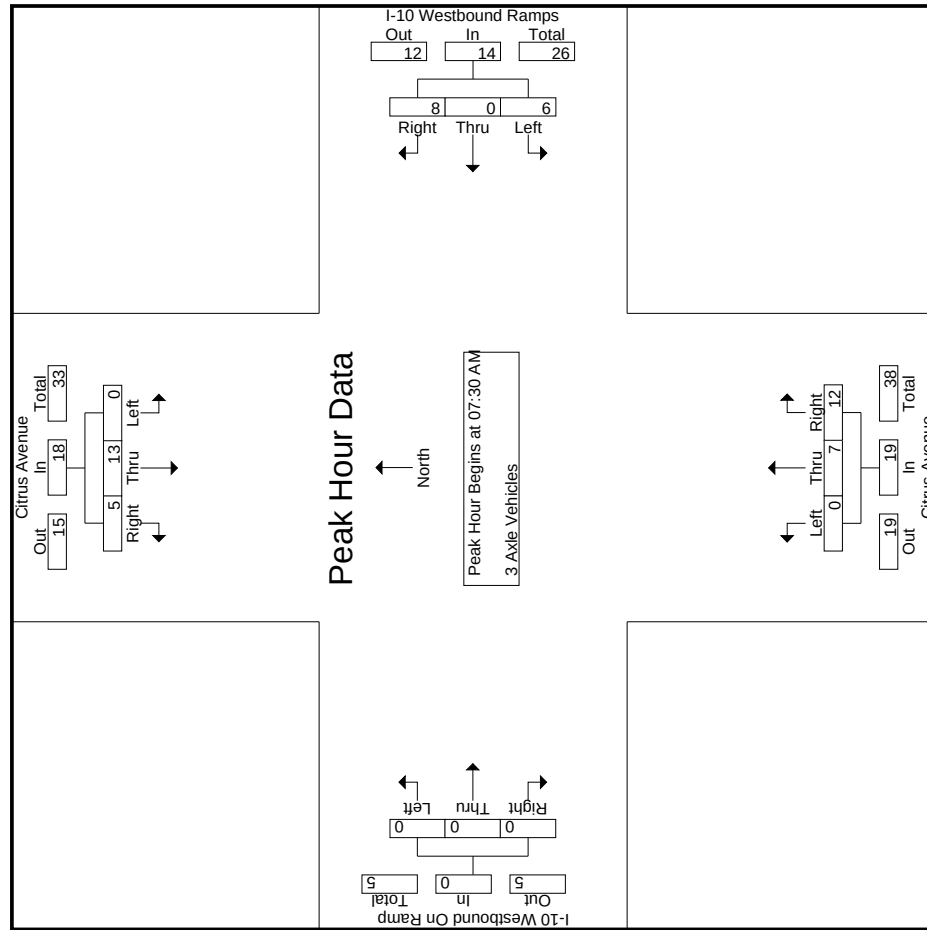
Groups Printed- 3 Axle Vehicles

	Citrus Avenue Southbound						I-10 Westbound Ramps Westbound						Citrus Avenue Northbound						I-10 Westbound On Ramp Eastbound									
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Exclu. Total	Inclu. Total	Int. Total	
Start Time																												
07:00 AM	0	0	3	0	3		0	0	0	1	0	1		0	2	1	0	3		0	0	0	0	0		0	7	7
07:15 AM	0	5	1	0	6		2	0	3	1	5		0	0	4	1	4		0	0	0	0	0		2	15	17	
07:30 AM	0	3	1	0	4		4	0	0	0	4		0	0	0	1	0	1		0	0	0	0		0	9	9	
07:45 AM	0	3	0	0	3		0	0	2	1	2		0	2	1	0	3		0	0	0	0	0		1	8	9	
Total	0	11	5	0	16		6	0	6	2	12		0	4	7	1	11		0	0	0	0	0		3	39	42	
08:00 AM	0	3	2	0	5		1	0	2	0	3		0	2	8	4	10		0	0	0	0	0		4	18	22	
08:15 AM	0	4	2	0	6		1	0	4	0	5		0	3	2	1	5		0	0	0	0	0		1	16	17	
08:30 AM	0	4	2	0	6		2	0	4	1	6		0	2	3	1	5		0	0	0	0	0		2	17	19	
08:45 AM	0	3	0	0	3		1	0	4	2	5		0	2	2	0	4		0	0	0	0	0		2	12	14	
Total	0	14	6	0	20		5	0	14	3	19		0	9	15	6	24		0	0	0	0	0		9	63	72	
Grand Total	0	25	11	0	36		11	0	20	5	31		0	13	22	7	35		0	0	0	0	0		12	102	114	
Approch %	0	69.4	30.6				35.5	0	64.5				0	37.1	62.9				0	0	0							
Total %	0	24.5	10.8		35.3		10.8	0	19.6		30.4		0	12.7	21.6		34.3		0	0	0				10.5	89.5		

Start Time	Citrus Avenue Southbound					I-10 Westbound Ramps Westbound					Citrus Avenue Northbound					I-10 Westbound On Ramp Eastbound				
	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:30 AM																				
07:30 AM	0	3	1	4		4	0	0	4		0	0	1	1		0	0	0	0	9
07:45 AM	0	3	0	3		0	0	2	2		0	2	1	3		0	0	0	0	8
08:00 AM	0	3	2	5		1	0	2	3		0	2	8	10		0	0	0	0	18
08:15 AM	0	4	2	6		1	0	4	5		0	3	2	5		0	0	0	0	16
Total Volume	0	13	5	18		6	0	8	14		0	7	12	19		0	0	0	0	51
% App. Total	0	72.2	27.8			42.9	0	57.1			0	36.8	63.2			0	0	0		
PHF	.000	.813	.625	.750		.375	.000	.500	.700		.000	.583	.375	.475		.000	.000	.000	.000	.708

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

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

File Name : 01_FON_Citrus_10W AM
Site Code : 05121403
Start Date : 8/17/2021
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Start Time	Citrus Avenue Southbound				I-10 Westbound Ramps Westbound				Citrus Avenue Northbound				I-10 Westbound On Ramp Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	3	1	4	4	0	0	4	0	0	1	1	0	0	0	0
+15 mins.	0	3	0	3	0	0	2	2	2	1	3	1	0	0	0	0
+30 mins.	0	3	2	5	1	0	2	3	2	2	8	10	0	0	0	0
+45 mins.	0	4	2	6	1	0	4	5	3	2	5	5	0	0	0	0
Total Volume	0	13	5	18	6	0	8	14	7	12	19	19	0	0	0	0
% App. Total	0	72.2	27.8		42.9	0	57.1		36.8	63.2			0	0	0	
PHF	.000	.813	.625	.750	.375	.000	.500	.700	.583	.375	.475		.000	.000	.000	.000

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City of Fontana
N/S: Citrus Avenue
EW: I-10 Westbound Ramps
Weather: Clear

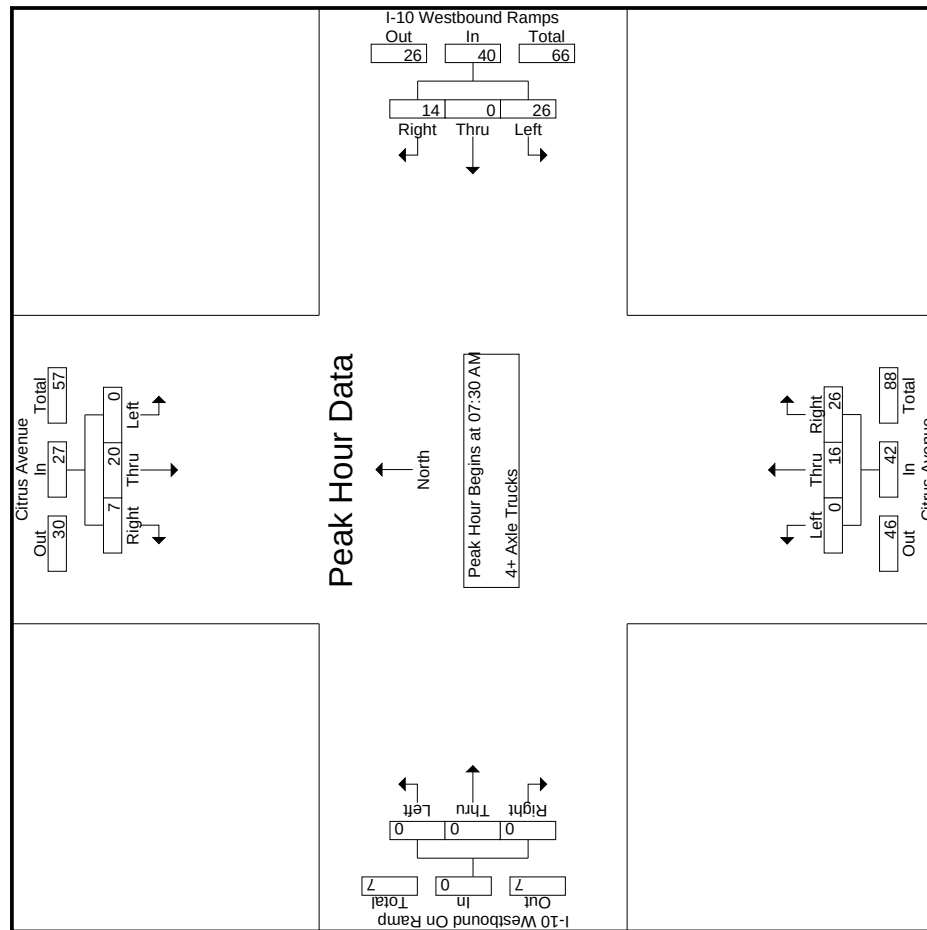
File Name : 01_FON_Citrus_10W AM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Citrus Avenue Southbound						I-10 Westbound Ramps Westbound						Citrus Avenue Northbound						I-10 Westbound On Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	6	4	0	10	5	0	6	2	11	0	3	3	1	6	0	0	0	0	0	3	27	30	
07:15 AM	0	6	4	0	10	1	0	0	0	1	0	2	5	1	7	0	0	0	0	0	1	18	19	
07:30 AM	0	5	1	0	6	5	0	2	0	7	0	5	4	1	9	0	0	0	0	0	1	22	23	
07:45 AM	0	2	3	0	5	7	0	9	3	16	0	1	5	2	6	0	0	0	0	0	5	27	32	
Total	0	19	12	0	31	18	0	17	5	35	0	11	17	5	28	0	0	0	0	0	10	94	104	
08:00 AM	0	8	1	0	9	7	0	2	0	9	0	5	10	6	15	0	0	0	0	0	6	33	39	
08:15 AM	0	5	2	0	7	7	0	1	1	8	0	5	7	3	12	0	0	0	0	0	4	27	31	
08:30 AM	0	6	6	0	12	6	0	3	1	9	0	5	8	2	13	0	0	0	0	0	3	34	37	
08:45 AM	0	4	7	0	11	5	0	3	1	8	0	5	12	4	17	0	0	0	0	0	5	36	41	
Total	0	23	16	0	39	25	0	9	3	34	0	20	37	15	57	0	0	0	0	0	18	130	148	
Grand Total	0	42	28	0	70	43	0	26	8	69	0	31	54	20	85	0	0	0	0	0	28	224	252	
Approch %	0	60	40			62.3	0	37.7			0	36.5	63.5			0	0	0						
Total %	0	18.8	12.5		31.2	19.2	0	11.6		30.8	0	13.8	24.1		37.9	0	0	0			11.1	88.9		

Start Time	Citrus Avenue Southbound						I-10 Westbound Ramps Westbound						Citrus Avenue Northbound						I-10 Westbound On Ramp Eastbound																	
	Left			Thru			Right			App. Total			Left			Thru			Right			App. Total			Left			Thru			Right			App. Total		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																																				
Peak Hour for Entire Intersection Begins at 07:30 AM																																				
07:30 AM	0	5	1	6	5	0	0	2	7	5	4	9	0	0	0	0	0	0	0	0	0	0	0	22												
07:45 AM	0	2	3	5	7	0	0	9	16	0	1	5	6	0	0	0	0	0	0	0	0	0	27													
08:00 AM	0	8	1	9	7	0	0	2	9	0	5	10	15	0	0	0	0	0	0	0	0	0	33													
08:15 AM	0	5	2	7	7	0	0	1	8	0	5	7	12	0	0	0	0	0	0	0	0	0	27													
Total Volume	0	20	7	27	26	0	0	14	40	0	16	26	42	0	0	0	0	0	0	0	0	0	109													
% App. Total	0	74.1	25.9		65	0	35			0	38.1	61.9		0	0	0	0																			
PHF	.000	.625	.583	.750	.929	.000	.389		.625	.000	.800	.650	.700	.000	.000	.000	.000						.826													

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

File Name : 01_FON_Citrus_10W AM
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Start Time	Citrus Avenue Southbound				I-10 Westbound Ramps Westbound				Citrus Avenue Northbound				I-10 Westbound On Ramp Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	5	1	6	5	0	2	7	5	0	4	9	0	0	0	0
+15 mins.	0	2	3	5	7	0	9	16	0	1	5	6	0	0	0	0
+30 mins.	0	8	1	9	7	0	2	9	0	5	10	15	0	0	0	0
+45 mins.	0	5	2	7	7	0	1	8	0	5	7	12	0	0	0	0
Total Volume	0	20	7	27	26	0	14	40	0	16	26	42	0	0	0	0
% App. Total	0	74.1	25.9		65	0	35		0	38.1	61.9		0	0	0	
PHF	.000	.625	.583	.750	.929	.000	.389	.625	.000	.800	.650	.700	.000	.000	.000	.000

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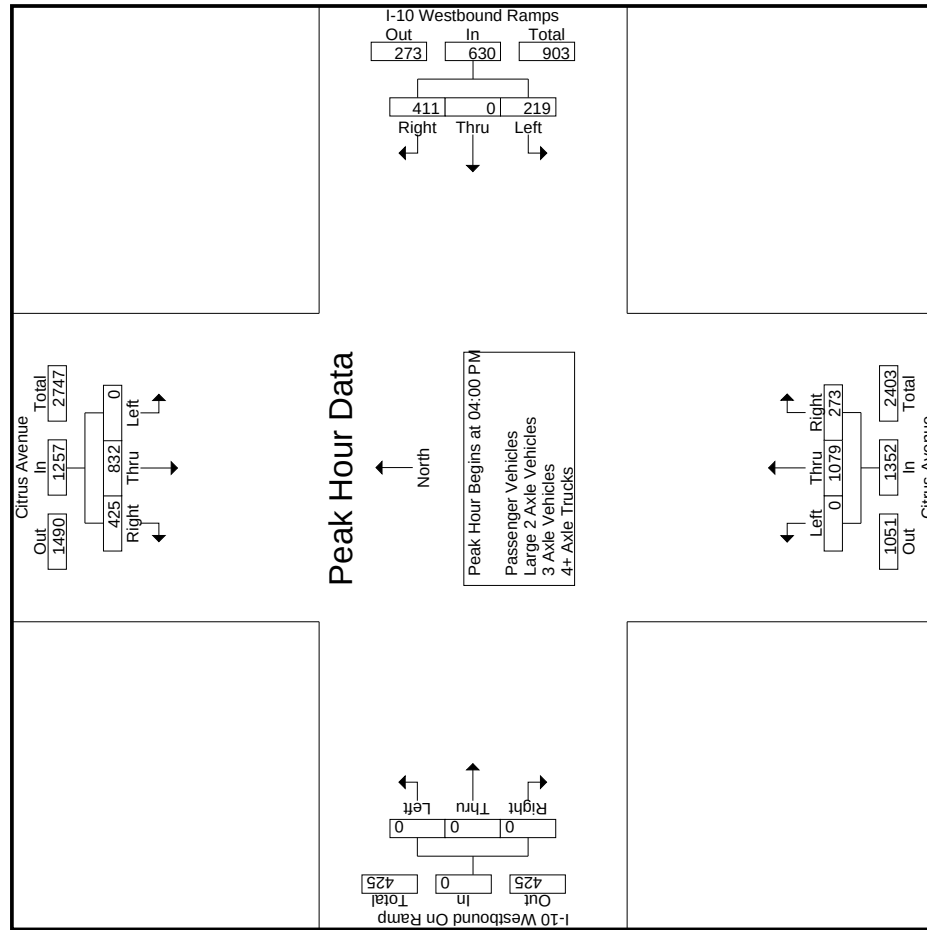
City of Fontana
N/S: Citrus Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks																			
	Citrus Avenue Southbound					I-10 Westbound Ramps					Citrus Avenue Northbound					I-10 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	210	111	0	321	41	0	86	36	127	0	316	78	43	394	0	0	0	921
04:15 PM	0	227	103	0	330	66	0	101	36	167	0	269	70	61	339	0	0	0	933
04:30 PM	0	188	100	0	288	60	0	118	40	178	0	277	70	46	347	0	0	0	899
04:45 PM	0	207	111	0	318	52	0	106	57	158	0	217	55	32	272	0	0	0	837
Total	0	832	425	0	1257	219	0	411	169	630	0	1079	273	182	1352	0	0	0	3590
05:00 PM	0	191	110	0	301	51	0	101	50	152	0	224	66	40	290	0	0	0	833
05:15 PM	0	210	117	0	327	39	0	125	53	164	0	240	49	37	289	0	0	0	870
05:30 PM	0	206	99	0	305	71	0	108	44	179	0	217	64	49	281	0	0	0	858
05:45 PM	0	183	74	0	257	65	0	116	47	181	0	234	67	36	301	0	0	0	822
Total	0	790	400	0	1190	226	0	450	194	676	0	915	246	162	1161	0	0	0	3383
Grand Total	0	1622	825	0	2447	445	0	861	363	1306	0	1994	519	344	2513	0	0	0	6973
Approach %	0	66.3	33.7		34.1	0	65.9			20.8	0	79.3	20.7		40.1	0	0	0	
Total %	0	25.9	13.2		39.1	7.1	0	13.7		20.8	0	31.8	8.3		40.1	0	0	0	89.9
Passenger Vehicles	0	1534	795		2329	386	0	800		1535	0	1924	472		2717	0	0	0	6581
% Passenger Vehicles	0	94.6	96.4	0	95.2	86.7	0	92.9	96.1	92	0	96.5	90.9	93.3	95.1	0	0	0	94.4
Large 2 Axle Vehicles	0	21	14		35	14	0	22		44	0	29	7		40	0	0	0	119
% Large 2 Axle Vehicles	0	1.3	1.7	0	1.4	3.1	0	2.6	2.2	2.6	0	1.5	1.3	1.2	1.4	0	0	0	1.7
3 Axle Vehicles	0	21	6		27	6	0	14		22	0	23	12		41	0	0	0	90
% 3 Axle Vehicles	0	1.3	0.7	0	1.1	1.3	0	1.6	0.6	1.3	0	1.2	2.3	1.7	1.4	0	0	0	1.3
4+ Axle Trucks	0	46	10		56	39	0	25		68	0	18	28		59	0	0	0	183
% 4+ Axle Trucks	0	2.8	1.2	0	2.3	8.8	0	2.9	1.1	4.1	0	0.9	5.4	3.8	2.1	0	0	0	2.6

	Citrus Avenue Southbound					I-10 Westbound Ramps Westbound					Citrus Avenue Northbound					I-10 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:00 PM																			
04:00 PM	0	210	111		321	41	0	86		127	0	316	78		394	0	0	0	842
04:15 PM	0	227	103		330	66	0	101		167	0	269	70		339	0	0	0	836
04:30 PM	0	188	100		288	60	0	118		178	0	277	70		347	0	0	0	813
04:45 PM	0	207	111		318	52	0	106		158	0	217	55		272	0	0	0	748
Total Volume	0	832	425		1257	219	0	411		630	0	1079	273		1352	0	0	0	3239
% App. Total	0	66.2	33.8		34.8	0	65.2			20.2	0	79.8	20.2		40.0	0	0	0	
PHF	.000	.916	.957		.952	.830	.000	.871		.885	.000	.854	.875		.858	.000	.000	.962	

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



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City of Fontana
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Start Time	Citrus Avenue Southbound				I-10 Westbound Ramps Westbound				Citrus Avenue Northbound				I-10 Westbound On Ramp Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:00 PM				05:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	210	111	321	51	0	101	152	0	316	78	394	0	0	0	0
+15 mins.	0	227	103	330	39	0	125	164	0	269	70	339	0	0	0	0
+30 mins.	0	188	100	288	71	0	108	179	0	277	70	347	0	0	0	0
+45 mins.	0	207	111	318	65	0	116	181	0	217	55	272	0	0	0	0
Total Volume	0	832	425	1257	226	0	450	676	0	1079	273	1352	0	0	0	0
% App. Total	0	66.2	33.8		33.4	0	66.6		0	79.8	20.2		0	0	0	
PHF	.000	.916	.957	.952	.796	.000	.900	.934	.000	.854	.875	.858	.000	.000	.000	.000

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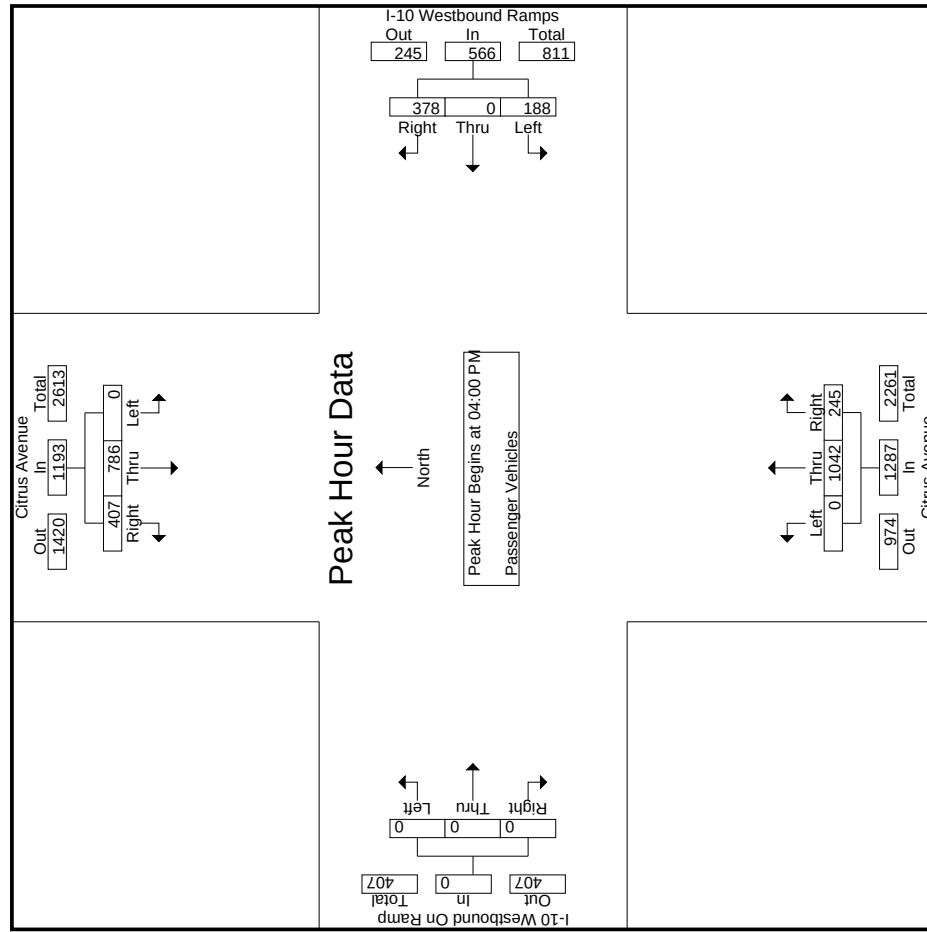
City of Fontana
N/S: Citrus Avenue
EW: I-10 Westbound Ramps
Weather: Clear

Groups Printed- Passenger Vehicles

		Citrus Avenue Southbound						I-10 Westbound Ramps						Citrus Avenue Northbound						I-10 Westbound On Ramp Eastbound							
		Groups Filtered - Passenger Vehicles																									
Start Time		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM		0	196	106	0	302		36	0	77	35	113		0	310	70	38	380		0	0	0	0	0	73	795	868
04:15 PM		0	218	98	0	316		53	0	93	34	146		0	257	64	56	321		0	0	0	0	0	90	783	873
04:30 PM		0	176	96	0	272		52	0	109	38	161		0	265	61	44	326		0	0	0	0	0	82	759	841
04:45 PM		0	196	107	0	303		47	0	99	55	146		0	210	50	31	260		0	0	0	0	0	86	709	795
Total		0	786	407	0	1193		188	0	378	162	566		0	1042	245	169	1287		0	0	0	0	0	331	3046	3377
05:00 PM		0	184	107	0	291		42	0	93	48	135		0	214	61	39	275		0	0	0	0	0	87	701	788
05:15 PM		0	196	113	0	309		32	0	121	53	153		0	232	47	36	279		0	0	0	0	0	89	741	830
05:30 PM		0	195	96	0	291		66	0	101	41	167		0	209	59	45	268		0	0	0	0	0	86	726	812
05:45 PM		0	173	72	0	245		58	0	107	45	165		0	227	60	32	287		0	0	0	0	0	77	697	774
Total		0	748	388	0	1136		198	0	422	187	620		0	882	227	152	1109		0	0	0	0	0	339	2865	3204
Grand Total		0	1534	795	0	2329		386	0	800	349	1186		0	1924	472	321	2396		0	0	0	0	0	670	5911	6581
Approch %		0	65.9	34.1		32.5		32.5	0	67.5		0	80.3	19.7		0	0	40.5		0	0	0	0	0	10.2	89.8	
Total %		0	26	13.4		39.4		6.5	0	13.5		20.1	8		0	32.5	8			0	0	0	0	0			

Start Time	Citrus Avenue Southbound					I-10 Westbound Ramps Westbound					Citrus Avenue Northbound					I-10 Westbound On Ramp Eastbound				
	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:00 PM																				
04:00 PM	0	196	106	302		36	0	77	113		0	310	70	380		0	0	0	0	795
04:15 PM	0	218	98	316		53	0	93	146		0	257	64	321		0	0	0	0	783
04:30 PM	0	176	96	272		52	0	109	161		0	265	61	326		0	0	0	0	759
04:45 PM	0	196	107	303		47	0	99	146		0	210	50	260		0	0	0	0	709
Total Volume	0	786	407	1193		188	0	378	566		0	1042	245	1287		0	0	0	0	3046
% App. Total	0	65.9	34.1			33.2	0	66.8			0	81	19			0	0	0	0	
PHF	.000	.901	.951	.944		.887	.000	.867	.879		.000	.840	.875	.847		.000	.000	.000	.000	.958

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



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	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	196	106	302	36	0	77	113	0	310	70	380	0	0	0	0
+15 mins.	0	218	98	316	53	0	93	146	0	257	64	321	0	0	0	0
+30 mins.	0	176	96	272	52	0	109	161	0	265	61	326	0	0	0	0
+45 mins.	0	196	107	303	47	0	99	146	0	210	50	260	0	0	0	0
Total Volume	0	786	407	1193	188	0	378	566	0	1042	245	1287	0	0	0	0
% App. Total	0	65.9	34.1		33.2	0	66.8		0	81	19		0	0	0	
PHF	.000	.901	.951	.944	.887	.000	.867	.879	.000	.840	.875	.847	.000	.000	.000	.000

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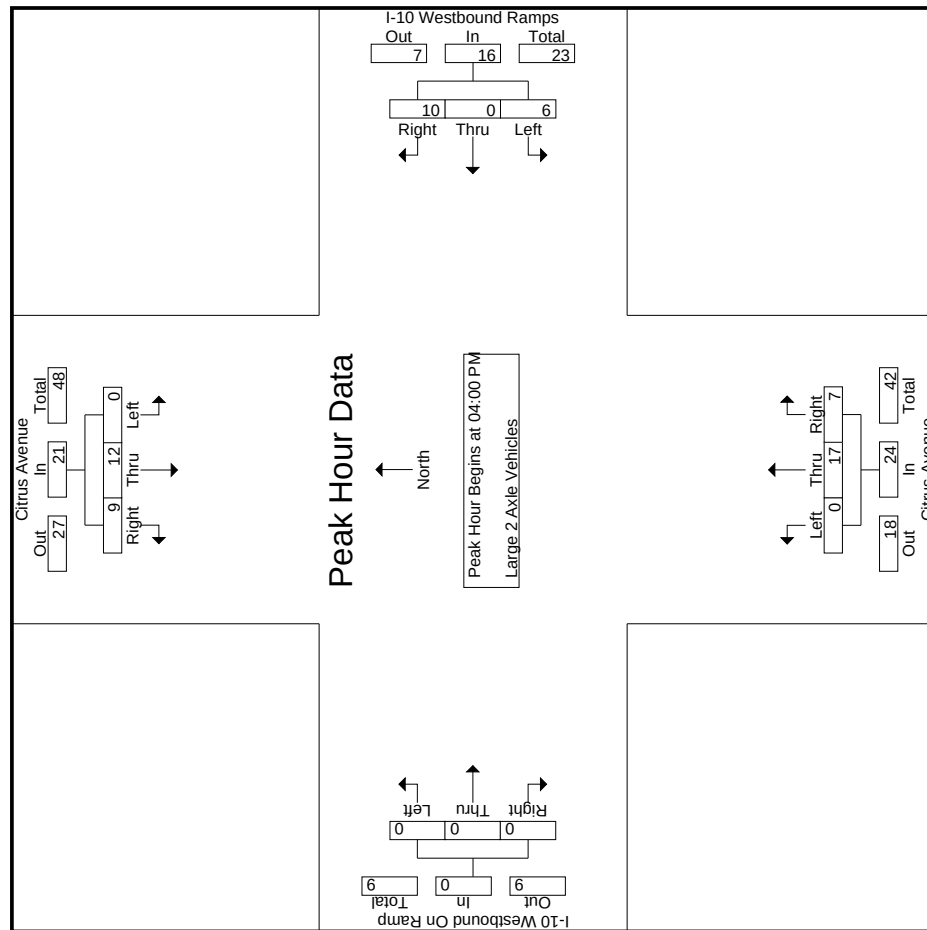
Groups Printed- Large 2 Axle Vehicles

Start Time	Citrus Avenue Southbound						I-10 Westbound Ramps Westbound						Citrus Avenue Northbound						I-10 Westbound On Ramp Eastbound							
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Int. Total	
04:00 PM	0	5	3	0	8	0	0	0	2	0	2	0	0	0	6	4	6	0	0	0	0	0	0	4	16	20
04:15 PM	0	5	1	0	6	0	2	0	1	1	3	0	0	6	0	0	6	0	0	0	0	0	0	1	15	16
04:30 PM	0	1	2	0	3	0	2	0	3	1	5	0	0	6	0	0	6	0	0	0	0	0	0	1	14	15
04:45 PM	0	1	3	0	4	0	2	0	4	1	6	0	0	5	1	0	6	0	0	0	0	0	0	1	16	17
Total	0	12	9	0	21		6	0	10	3	16		0	17	7	4	24		0	0	0	0	0	7	61	68
05:00 PM	0	0	1	0	1		4	0	5	1	9		0	5	0	0	5		0	0	0	0	0	1	15	16
05:15 PM	0	2	1	0	3		1	0	1	0	2		0	2	0	0	2		0	0	0	0	0	0	7	7
05:30 PM	0	3	1	0	4		2	0	2	2	4		0	4	0	0	4		0	0	0	0	0	2	12	14
05:45 PM	0	4	2	0	6		1	0	4	2	5		0	1	0	0	1		0	0	0	0	0	2	12	14
Total	0	9	5	0	14		8	0	12	5	20		0	12	0	0	12		0	0	0	0	0	5	46	51
Grand Total	0	21	14	0	35		14	0	22	8	36		0	29	7	4	36		0	0	0	0	0	12	107	119
Approch %	0	60	40				38.9	0	61.1				0	80.6	19.4				0	0	0	0	0			
Total %	0	19.6	13.1		32.7		13.1	0	20.6		33.6		0	27.1	6.5		33.6		0	0	0	0	0	10.1	89.9	

Start Time	Citrus Avenue Southbound						I-10 Westbound Ramps Westbound						Citrus Avenue Northbound						I-10 Westbound On Ramp Eastbound						
	Left	Thru	Right	App. Total			Left	Thru	Right	App. Total			Left	Thru	Right	App. Total			Left	Thru	Right	App. Total			Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:00 PM																									
04:00 PM	0	5	3	8			0	0	2	2			0	0	6	6			0	0	0	0			16
04:15 PM	0	5	1	6			2	0	1	3			0	6	0	6			0	0	0	0			15
04:30 PM	0	1	2	3			2	0	3	5			0	6	0	6			0	0	0	0			14
04:45 PM	0	1	3	4			2	0	4	6			0	5	1	6			0	0	0	0			16
Total Volume	0	12	9	21			6	0	10	16			0	17	7	24			0	0	0	0			61
% App. Total	0	57.1	42.9				37.5	0	62.5			0	70.8	29.2					0	0	0	0			
PHF	.000	.600	.750	.656			.750	.000	.625	.667			.000	.708	.292	1.00			.000	.000	.000	.000			.953

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

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



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Corona, CA 92878
(951)268-6268

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

File Name : 01_FON_Citrus_10W PM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 3

	Citrus Avenue Southbound				I-10 Westbound Ramps Westbound				Citrus Avenue Northbound				I-10 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	5	3	8	0	0	0	2	0	0	0	6	0	0	0	0
+15 mins.	0	5	1	6	2	0	0	1	3	0	6	0	0	0	0	0
+30 mins.	0	1	2	3	2	0	0	3	5	0	6	0	0	0	0	0
+45 mins.	0	1	3	4	2	0	0	4	6	0	5	1	6	0	0	0
Total Volume	0	12	9	21	6	0	10	16	0	17	7	24	0	0	0	0
% App. Total	0	57.1	42.9		37.5	0	62.5		0	70.8	29.2		0	0	0	
PHF	.000	.600	.750	.656	.750	.000	.625	.667	.000	.708	.292	1.000	.000	.000	.000	.000

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File Name : 01_FON_Citrus_10W PM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 1

City of Fontana
N/S: Citrus Avenue
EW: I-10 Westbound Ramps
Weather: Clear

Groups Printed- 3 Axle Vehicles

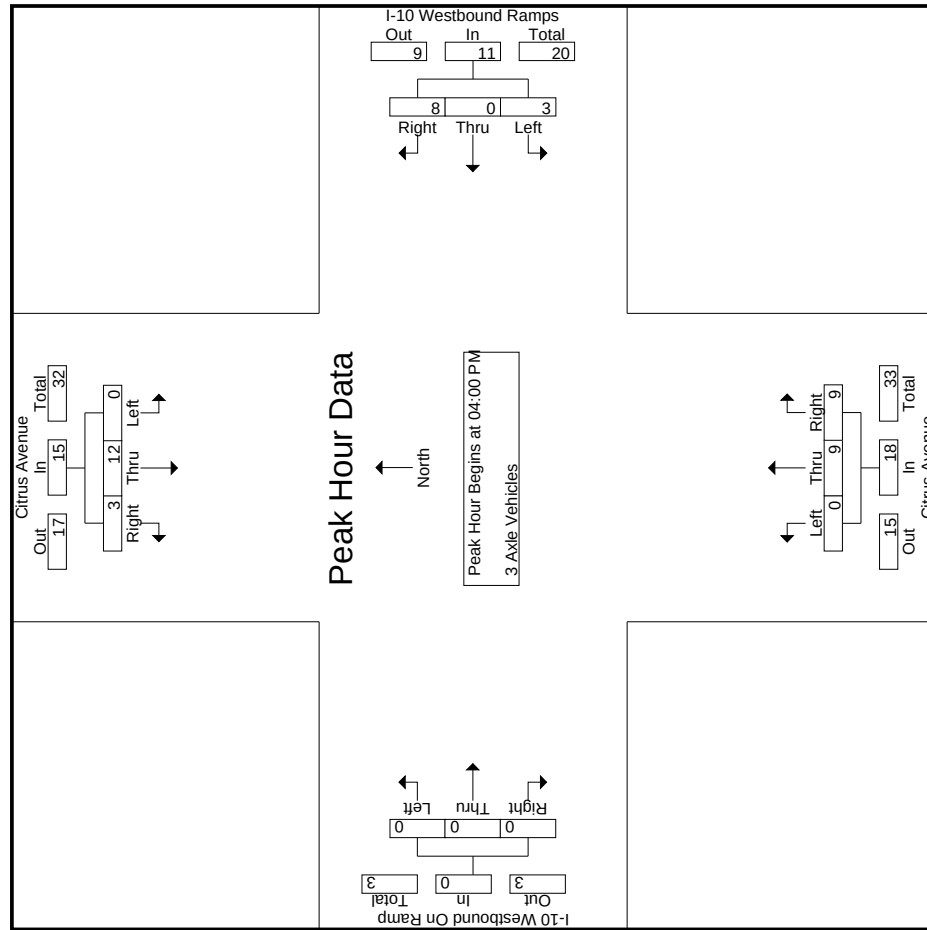
	Citrus Avenue Southbound										I-10 Westbound Ramps Westbound										Citrus Avenue Northbound										I-10 Westbound On Ramp Eastbound																																		
	Left					Thru					Right					RTOR					App. Total					Left					Thru					Right					RTOR					App. Total					Exclu. Total					Inclu. Total					Int. Total				
	Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total																																				
	04:00 PM	0	4	1	0	5	0	0	0	1	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	8	8	8																																			
	04:15 PM	0	2	1	0	3	1	0	5	1	6	0	4	3	2	7	0	4	3	2	7	0	0	0	0	0	3	16	19																																				
	04:30 PM	0	3	1	0	4	2	0	1	0	3	0	3	3	1	6	0	3	3	1	6	0	0	0	0	0	1	13	14																																				
	04:45 PM	0	3	0	0	3	0	0	1	0	1	0	0	3	1	3	0	0	3	1	3	0	0	0	0	0	1	7	8																																				
	Total	0	12	3	0	15	3	0	8	1	11	0	9	9	4	18	0	0	0	0	0	0	0	0	0	0	5	44	49																																				
	05:00 PM	0	2	1	0	3	1	0	1	0	2	0	3	2	1	5	0	3	2	1	5	0	0	0	0	0	1	10	11																																				
	05:15 PM	0	5	2	0	7	1	0	2	0	3	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	12	12																																				
	05:30 PM	0	0	0	0	0	1	0	2	1	3	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	1	6	7																																				
	05:45 PM	0	2	0	0	2	0	0	1	0	1	0	6	1	1	7	0	6	1	1	7	0	0	0	0	0	1	10	11																																				
	Total	0	9	3	0	12	3	0	6	1	9	0	14	3	2	17	0	0	0	0	0	0	0	0	0	0	3	38	41																																				
	Grand Total	0	21	6	0	27	6	0	14	2	20	0	23	12	6	35	0	0	0	0	0	0	0	0	0	0	8	82	90																																				
	Approch %	0	77.8	22.2			30	0	70			0	65.7	34.3			0	0	0			0	0	0	0	0																																							
	Total %	0	25.6	7.3		32.9	7.3	0	17.1		24.4	0	28	14.6		42.7	0	0	0			0	0	0	0	0	8.9	91.1																																					

Start Time	Citrus Avenue Southbound						I-10 Westbound Ramps Westbound						Citrus Avenue Northbound						I-10 Westbound On Ramp Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total				
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 04:00 PM																								
04:00 PM	0	4	1	5	0	0	0	1	1	0	2	0	2	0	0	0	2	0	0	0	0			
04:15 PM	0	2	1	3	1	0	0	5	6	0	4	3	7	0	0	0	0	0	0	0	0			
04:30 PM	0	3	1	4	2	0	0	1	3	0	3	3	6	0	0	0	0	0	0	0	0			
04:45 PM	0	3	0	3	0	0	0	1	1	0	0	3	3	0	0	0	3	0	0	0	0			
Total Volume	0	12	3	15	3	0	0	8	11	0	9	9	18	0	0	0	0	0	0	0	0			
% App. Total	0	80	20		27.3			72.7		0	50	50		0	0	0		0	0	0				
PHF	.000	.750	.750	.750	.375	.000	.000	.400	.458	.000	.563	.750	.643	.000	.000	.000	.000	.000	.000	.000	.688			

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

Peak Hour for Entire Intersection begins at 04:00 PM																									
Start Time	Citrus Avenue Southbound						I-10 Westbound Ramps Westbound						Citrus Avenue Northbound						I-10 Westbound On Ramp Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total
04:00 PM	0	4	1	0	5		0	0	1	0	1		0	2	0	0	2		0	0	0	0	0	0	8
04:15 PM	0	2	1	0	3		1	0	5	1	6		0	4	3	2	7		0	0	0	0	0	3	16
04:30 PM	0	3	1	0	4		2	0	1	0	3		0	3	3	1	6		0	0	0	0	0	1	13
04:45 PM	0	3	0	0	3		0	0	1	0	1		0	0	3	1	3		0	0	0	0	0	1	7
Total Volume	0	12	3	0	15		3	0	8	1	11		0	9	9	4	18		0	0	0	0	0	5	44
% App. Total	0	80	20				27.3	0	72.7				0	50	50				0	0	0				
PHF	.000	.750	.750		.750		.375	.000	.400		.458		.000	.563	.750		.643		.000	.000	.000			.000	.688

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File Name : 01_FON_Citrus_10W PM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 3

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

Start Time	Citrus Avenue Southbound				I-10 Westbound Ramps Westbound				Citrus Avenue Northbound				I-10 Westbound On Ramp Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	4	1	5	0	0	1	1	2	0	0	2	0	0	0	0
+15 mins.	0	2	1	3	1	0	5	6	4	0	0	3	0	0	0	0
+30 mins.	0	3	1	4	2	0	1	3	3	0	0	3	0	0	0	0
+45 mins.	0	3	0	3	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	0	12	3	15	3	0	8	11	9	0	0	9	0	0	0	0
% App. Total	0	80	20		27.3	0	72.7		50	0	0	50	0	0	0	0
PHF	.000	.750	.750	.750	.375	.000	.400	.458	.563	.000	.000	.750	.000	.000	.000	.000

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File Name : 01_FON_Citrus_10W PM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 1

City of Fontana
N/S: Citrus Avenue
EW: I-10 Westbound Ramps
Weather: Clear

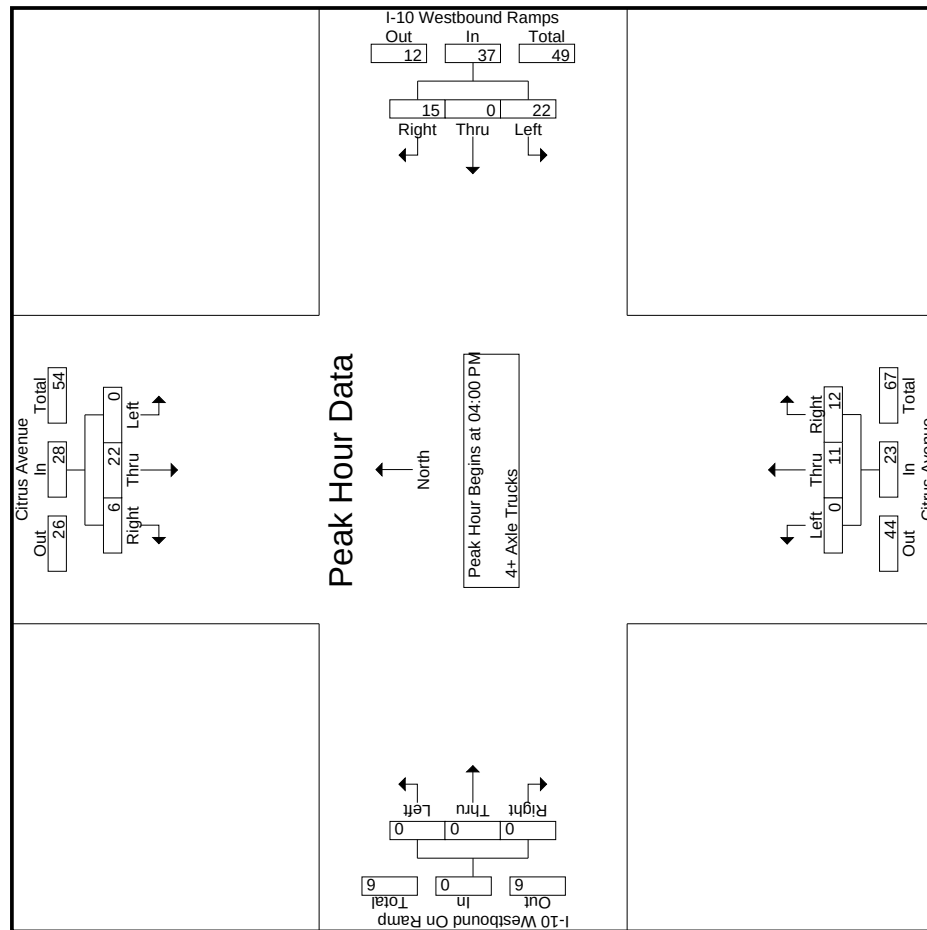
Groups Printed- 4+ Axle Trucks

Start Time	Citrus Avenue Southbound						I-10 Westbound Ramps Westbound						Citrus Avenue Northbound						I-10 Westbound On Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
04:00 PM	0	5	1	0	6		5	0	6	1	11		0	4	2	1	6		0	0	0	0	0	
04:15 PM	0	2	3	0	5		10	0	2	0	12		0	2	3	3	5		0	0	0	0	0	
04:30 PM	0	8	1	0	9		4	0	5	1	9		0	3	6	1	9		0	0	0	0	0	
04:45 PM	0	7	1	0	8		3	0	2	1	5		0	2	1	0	3		0	0	0	0	0	
Total	0	22	6	0	28		22	0	15	3	37		0	11	12	5	23		0	0	0	0	0	
05:00 PM	0	5	1	0	6		4	0	2	1	6		0	2	3	0	5		0	0	0	0	0	
05:15 PM	0	7	1	0	8		5	0	1	0	6		0	4	2	1	6		0	0	0	0	0	
05:30 PM	0	8	2	0	10		2	0	3	0	5		0	1	5	4	6		0	0	0	0	0	
05:45 PM	0	4	0	0	4		6	0	4	0	10		0	0	6	3	6		0	0	0	0	0	
Total	0	24	4	0	28		17	0	10	1	27		0	7	16	8	23		0	0	0	0	0	
Grand Total	0	46	10	0	56		39	0	25	4	64		0	18	28	13	46		0	0	0	0	0	
Approch %	0	82.1	17.9		60.9		60.9	0	39.1		38.6		0	39.1	60.9		27.7		0	0	0	0	0	
Total %	0	27.7	6		33.7		23.5	0	15.1				0	10.8	16.9				0	0	0	0	0	

Start Time	Citrus Avenue Southbound						I-10 Westbound Ramps Westbound						Citrus Avenue Northbound						I-10 Westbound On Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
04:00 PM	0	5	1	0	6		5	0	6	1	11		0	4	2	1	6		0	0	0	0	0	
04:15 PM	0	2	3	0	5		10	0	2	0	12		0	2	3	3	5		0	0	0	0	0	
04:30 PM	0	8	1	0	9		4	0	5	1	9		0	3	6	1	9		0	0	0	0	0	
04:45 PM	0	7	1	0	8		3	0	2	1	5		0	2	1	0	3		0	0	0	0	0	
Total Volume	0	22	6	0	28		22	0	15	3	37		0	11	12	5	23		0	0	0	0	0	
% App. Total	0	78.6	21.4		60.9		59.5	0	40.5		47.8		0	47.8	52.2		52.2		0	0	0	0	0	
PHF	.000	.688	.500		.778		.550	.000	.625		.771		.000	.688	.500		.639		.000	.000	.000	.000	.000	

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

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
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City of Fontana
N/S: Citrus Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

3.1-30

	Citrus Avenue Southbound				I-10 Westbound Ramps Westbound				Citrus Avenue Northbound				I-10 Westbound On Ramp Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Start Time	Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:																
	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	5	1	6			0	6	11	0	4	2	6	0	0	0
+15 mins.	0	2	3	5			0	2	12	0	2	3	5	0	0	0
+30 mins.	0	8	1	9			0	5	9	0	3	6	9	0	0	0
+45 mins.	0	7	1	8			0	2	5	0	2	1	3	0	0	0
Total Volume	0	22	6	28			22	0	15	37	0	11	12	23	0	0
% App. Total	0	78.6	21.4				59.5	0	40.5		0	47.8	52.2		0	0
PHE	.000	.688	.500	.778			.550	.000	.625	.771	.000	.688	.500	.639	.000	.000

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



Date: 8/17/2021
 Day: Tuesday

PEDESTRIANS

	North Leg Citrus Avenue	East Leg I-10 WB Ramps	South Leg Citrus Avenue	West Leg I-10 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	0	1	0	0	1
7:45 AM	0	4	0	0	4
8:00 AM	0	5	0	0	5
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	11	0	0	11

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

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



Date: 8/17/2021
 Day: Tuesday

BICYCLES

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

		Southbound Citrus Avenue			Westbound I-10 WB Ramps			Northbound Citrus Avenue			Eastbound I-10 WB Ramps			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0	0	0	1	0	0	0	0	1

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City of Fontana

N/S: Citrus Avenue

E/W: I-10 Eastbound Ramps

Weather: Clear

File Name : 02_FON_Citrus_10E AM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 1

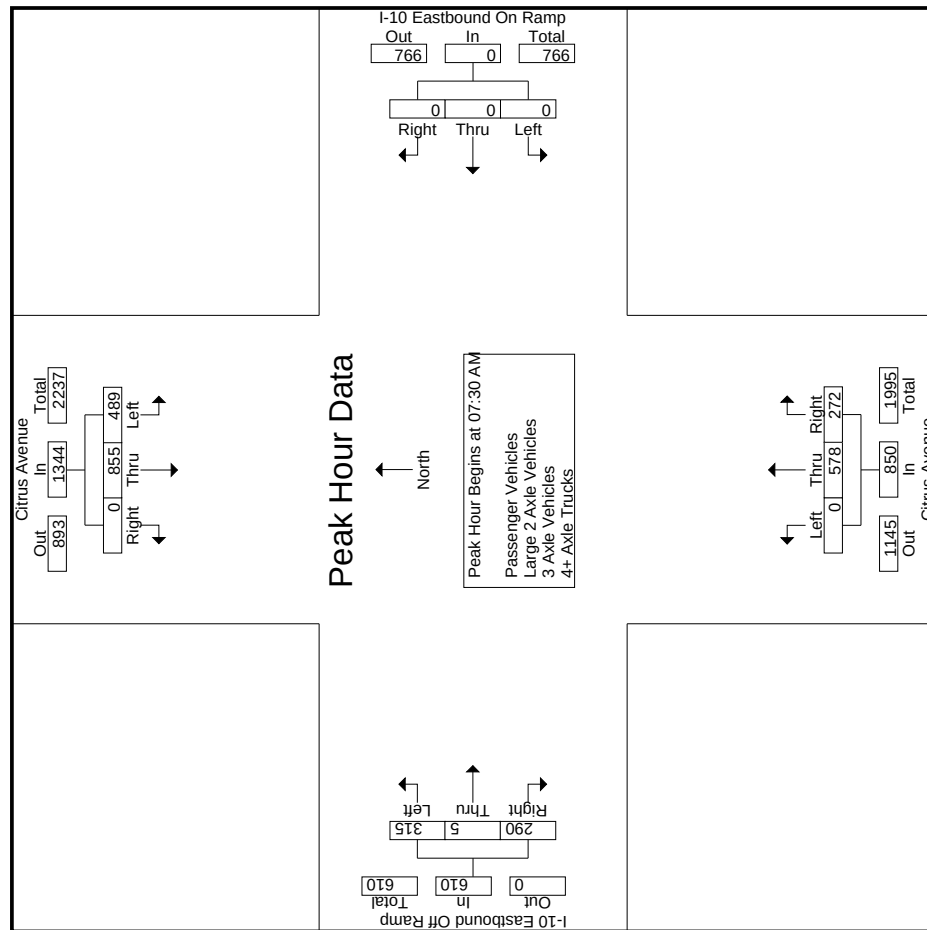
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Citrus Avenue Southbound						I-10 Eastbound On Ramp Westbound						Citrus Avenue Northbound						I-10 Eastbound Off Ramp Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total				
07:00 AM	117	132	0	0	249		0	0	0	0	0		0	115	56	7	171	85	0	83	41	168	588	636
07:15 AM	134	144	0	0	278		0	0	0	0	0		0	132	63	21	195	59	1	82	46	142	67	615
07:30 AM	141	146	0	0	287		0	0	0	0	0		0	131	69	28	200	81	0	65	34	146	62	633
07:45 AM	127	264	0	0	391		0	0	0	0	0		0	119	77	30	196	85	1	79	30	165	60	752
Total	519	686	0	0	1205		0	0	0	0	0		0	497	265	86	762	310	2	309	151	621	237	2588
08:00 AM	116	228	0	0	344		0	0	0	0	0		0	148	70	13	218	77	3	78	33	158	46	720
08:15 AM	105	217	0	0	322		0	0	0	0	0		0	180	56	12	236	72	1	68	21	141	33	699
08:30 AM	85	131	0	0	216		0	0	0	0	0		0	149	62	13	211	58	2	61	34	121	47	548
08:45 AM	86	123	0	0	209		0	0	0	0	0		0	111	50	18	161	79	2	56	29	137	47	507
Total	392	699	0	0	1091		0	0	0	0	0		0	588	238	56	826	286	8	263	117	557	173	2474
Grand Total	911	1385	0	0	2296		0	0	0	0	0		0	1085	503	142	1588	596	10	572	268	1178	410	5062
Approach %	39.7	60.3	0				0	0	0				0	68.3	31.7			50.6	0.8	48.6				
Total %	18	27.4	0		45.4		0	0	0				0	21.4	9.9		31.4	11.8	0.2	11.3		23.3	7.5	92.5
Passenger Vehicles	812	1263	0		2075		0	0	0				0	937	415		1478	557	8	496		1300	0	0
% Passenger Vehicles	89.1	91.2	0	0	90.4		0	0	0	0	0		0	86.4	82.5	88.7	85.4	93.5	80	86.7	89.2	89.9	0	0
Large 2 Axle Vehicles	49	45	0		94		0	0	0				0	43	21		68	21	2	16		46	0	0
% Large 2 Axle Vehicles	5.4	3.2	0	0	4.1		0	0	0	0	0		0	4	4.2	2.8	3.9	3.5	20	2.8	2.6	3.2	0	0
3 Axle Vehicles	18	20	0		38		0	0	0				0	32	9		44	5	0	14		25	0	0
% 3 Axle Vehicles	2	1.4	0	0	1.7		0	0	0	0	0		0	2.9	1.8	2.1	2.5	0.8	0	2.4	2.2	1.7	0	0
4+ Axle Trucks	32	57	0		89		0	0	0				0	73	58		140	13	0	46		75	0	0
% 4+ Axle Trucks	3.5	4.1	0	0	3.9		0	0	0	0	0		0	6.7	11.5	6.3	8.1	2.2	0	8	6	5.2	0	0

	Citrus Avenue Southbound					I-10 Eastbound On Ramp Westbound					Citrus Avenue Northbound					I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:30 AM																				
07:30 AM	141	146	0	287		0	0	0	0	0	131	69	200	81	0	65	146	633		
07:45 AM	127	264	0	391		0	0	0	0	0	119	77	196	85	1	79	165	752		
08:00 AM	116	228	0	344		0	0	0	0	0	148	70	218	77	3	78	158	720		
08:15 AM	105	217	0	322		0	0	0	0	0	180	56	236	72	1	68	141	699		
Total Volume	489	855	0	1344		0	0	0	0	0	578	272	850	315	5	290	610	2804		
% App. Total	36.4	63.6	0			0	0	0		0	68	32		51.6	0.8	47.5				
PHF	.867	.810	.000	.859		.000	.000	.000	.000	.000	.803	.883	.900	.926	.417	.918	.924	.932		

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30 AM

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

3.1-35

	Citrus Avenue Southbound				I-10 Eastbound On Ramp Westbound				Citrus Avenue Northbound				I-10 Eastbound Off Ramp Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
+0 mins. +15 mins. +30 mins. +45 mins. Total Volume % App. Total	07:30 AM				07:00 AM				07:45 AM				07:00 AM			
	141	146	0	287	0	0	0	0	119	77	196	85	0	83	168	
	127	264	0	391	0	0	0	0	148	70	218	59	1	82	142	
	116	228	0	344	0	0	0	0	180	56	236	81	0	65	146	
	105	217	0	322	0	0	0	0	149	62	211	85	1	79	165	
	489	855	0	1344	0	0	0	0	596	265	861	310	2	309	621	
	36.4	63.6	0		0	0	0	0	69.2	30.8		49.9	0.3	49.8		
PHE	867	810	000	859	000	000	000	000	828	860	912	912	500	931	924	

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City of Fontana
N/S: Citrus Avenue
EW: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Citrus_10E AM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 1

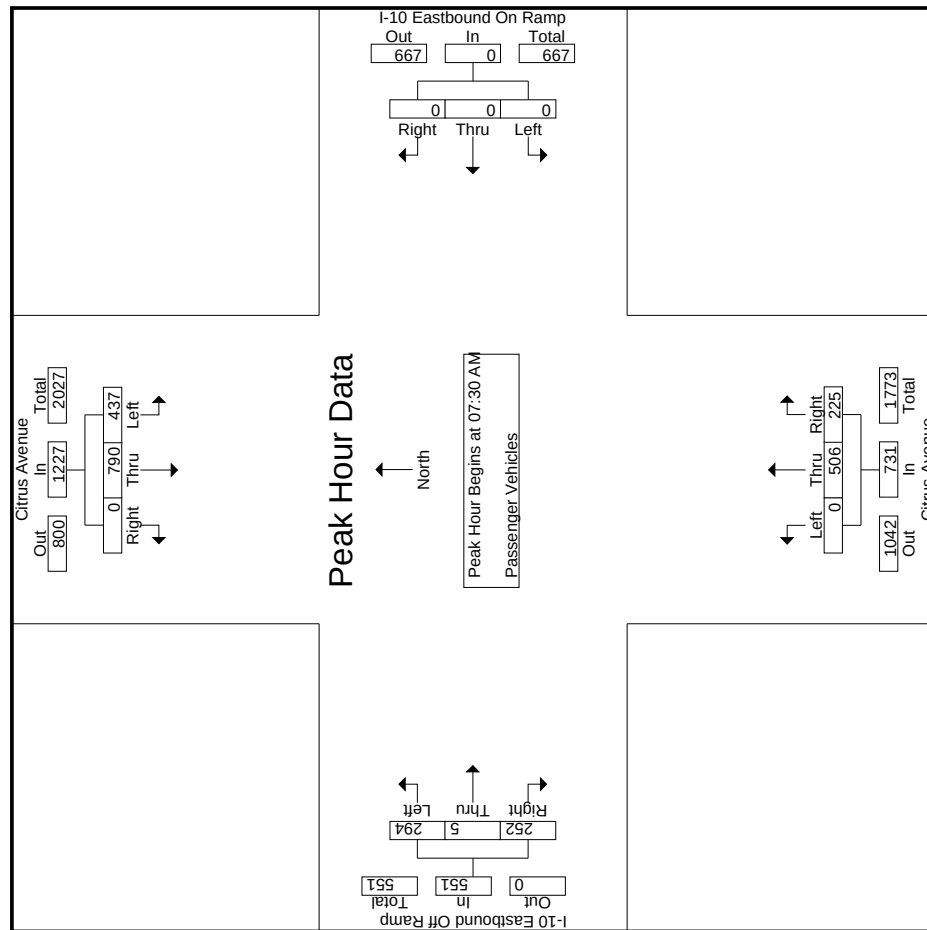
Groups Printed- Passenger Vehicles

Start Time	Citrus Avenue Southbound						I-10 Eastbound On Ramp Westbound						Citrus Avenue Northbound						I-10 Eastbound Off Ramp Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	107	121	0	0	228		0	0	0	0	0		0	106	47	7	153		80	0	77	41	157	48	538	586
07:15 AM	121	134	0	0	255		0	0	0	0	0		0	113	50	15	163		57	1	73	41	131	56	549	605
07:30 AM	125	132	0	0	257		0	0	0	0	0		0	119	54	28	173		75	0	57	28	132	56	562	618
07:45 AM	116	252	0	0	368		0	0	0	0	0		0	109	65	25	174		80	1	67	28	148	53	690	743
Total	469	639	0	0	1108		0	0	0	0	0		0	447	216	75	663		292	2	274	138	568	213	2339	2552
08:00 AM	105	209	0	0	314		0	0	0	0	0		0	117	61	11	178		73	3	67	29	143	40	635	675
08:15 AM	91	197	0	0	288		0	0	0	0	0		0	161	45	11	206		66	1	61	20	128	31	622	653
08:30 AM	72	108	0	0	180		0	0	0	0	0		0	129	51	12	180		51	1	48	27	100	39	460	499
08:45 AM	75	110	0	0	185		0	0	0	0	0		0	83	42	17	125		75	1	46	25	122	42	432	474
Total	343	624	0	0	967		0	0	0	0	0		0	490	199	51	689		265	6	222	101	493	152	2149	2301
Grand Total	812	1263	0	0	2075		0	0	0	0	0		0	937	415	126	1352		557	8	496	239	1061	365	4488	4853
Approch %	39.1	60.9	0				0	0	0				0	69.3	30.7				52.5	0.8	46.7					
Total %	18.1	28.1	0		46.2		0	0	0				0	20.9	9.2		30.1		12.4	0.2	11.1			7.5	92.5	

Start Time	Citrus Avenue Southbound						I-10 Eastbound On Ramp Westbound						Citrus Avenue Northbound						I-10 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:30 AM																								
07:30 AM	125	132	0	257	0	0	0	0	0	0	119	54	173	75	0	57	132	562						
07:45 AM	116	252	0	368	0	0	0	0	0	0	109	65	174	80	1	67	148	690						
08:00 AM	105	209	0	314	0	0	0	0	0	0	117	61	178	73	3	67	143	635						
08:15 AM	91	197	0	288	0	0	0	0	0	0	161	45	206	66	1	61	128	622						
Total Volume	437	790	0	1227	0	0	0	0	0	0	506	225	731	294	5	252	551	2509						
% App. Total	35.6	64.4	0		0	0	0	0	0	0	69.2	30.8		53.4	0.9	45.7								
PHF	.874	.784	.000	.834	.000	.000	.000	.000	.000	.000	.786	.865	.887	.919	.417	.940	.931	.909						

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File Name : 02_FON_Citrus_10E AM
 Site Code : 05121403
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City of Fontana
N/S: Citrus Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Citrus_10E AM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 3

Start Time	Citrus Avenue Southbound				I-10 Eastbound On Ramp Westbound				Citrus Avenue Northbound				I-10 Eastbound Off Ramp Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	125	132	0	257	0	0	0	0	0	119	54	173	75	0	57	132
+15 mins.	116	252	0	368	0	0	0	0	0	109	65	174	80	1	67	148
+30 mins.	105	209	0	314	0	0	0	0	0	117	61	178	73	3	67	143
+45 mins.	91	197	0	288	0	0	0	0	0	161	45	206	66	1	61	128
Total Volume	437	790	0	1227	0	0	0	0	0	506	225	731	294	5	252	551
% App. Total	35.6	64.4	0		0	0	0	0	0	69.2	30.8		53.4	0.9	45.7	
PHF	.874	.784	.000	.834	.000	.000	.000	.000	.000	.786	.865	.887	.919	.417	.940	.931

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City of Fontana
N/S: Citrus Avenue
EW: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Citrus_10E AM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 1

Groups Printed- Large 2 Axle Vehicles

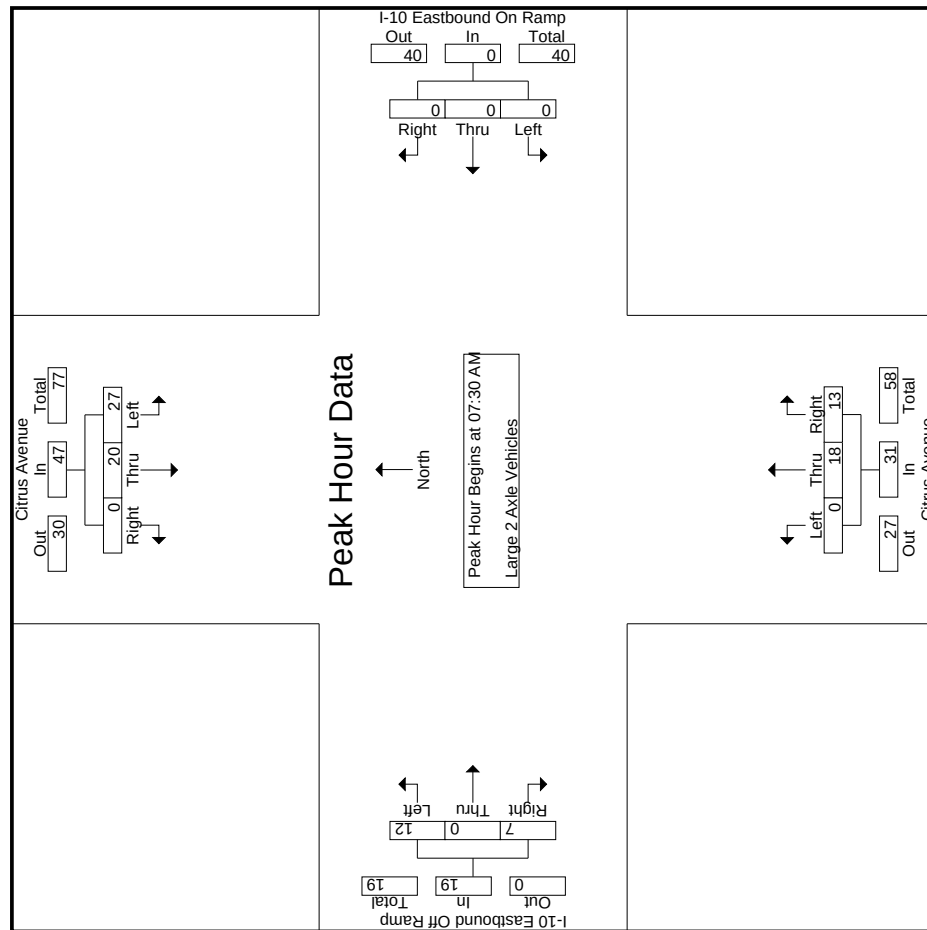
Start Time	Citrus Avenue Southbound					I-10 Eastbound On Ramp Westbound					Citrus Avenue Northbound					I-10 Eastbound Off Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	5	5	0	0	10	0	0	0	0	0	0	1	1	0	2	2	0	1	0	3	0	15	15
07:15 AM	4	4	0	0	8	0	0	0	0	0	0	8	3	2	11	1	0	2	1	3	3	22	25
07:30 AM	9	2	0	0	11	0	0	0	0	0	0	2	4	0	6	4	0	0	0	4	0	21	21
07:45 AM	5	5	0	0	10	0	0	0	0	0	0	4	4	2	8	3	0	4	0	7	2	25	27
Total	23	16	0	0	39	0	0	0	0	0	0	15	12	4	27	10	0	7	1	17	5	83	88
08:00 AM	4	5	0	0	9	0	0	0	0	0	0	8	3	0	11	2	0	1	0	3	0	23	23
08:15 AM	9	8	0	0	17	0	0	0	0	0	0	4	2	0	6	3	0	2	1	5	1	28	29
08:30 AM	8	9	0	0	17	0	0	0	0	0	0	6	1	0	7	4	1	3	3	8	3	32	35
08:45 AM	5	7	0	0	12	0	0	0	0	0	0	10	3	0	13	2	1	3	2	6	2	31	33
Total	26	29	0	0	55	0	0	0	0	0	0	28	9	0	37	11	2	9	6	22	6	114	120
Grand Total	49	45	0	0	94	0	0	0	0	0	0	43	21	4	64	21	2	16	7	39	11	197	208
Approch %	52.1	47.9	0			0	0	0			0	67.2	32.8			53.8	5.1	41		19.8		5.3	94.7
Total %	24.9	22.8	0		47.7	0	0	0			0	21.8	10.7		32.5	10.7	1	8.1					

Start Time	Citrus Avenue Southbound					I-10 Eastbound On Ramp Westbound					Citrus Avenue Northbound					I-10 Eastbound Off Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
	9	2	0	0	11	0	0	0	0	0	0	2	4	0	6	4	0	0	0	4			
07:30 AM	9	2	0	0	11	0	0	0	0	0	0	2	4	0	6	4	0	0	0	4	0	15	15
07:45 AM	5	5	0	0	10	0	0	0	0	0	0	4	4	0	8	3	0	4	0	7	1	28	29
08:00 AM	4	5	0	0	9	0	0	0	0	0	0	8	3	0	11	2	0	1	0	3	0	23	25
08:15 AM	9	8	0	0	17	0	0	0	0	0	0	4	2	0	6	3	0	2	1	5	1	28	29
Total Volume	27	20	0	0	47	0	0	0	0	0	0	18	13	0	31	12	0	7	0	19			
% App. Total	57.4	42.6	0			0	0	0			0	58.1	41.9			63.2	0	36.8					
PHF	.750	.625	.000		.691	.000	.000	.000		.000	.000	.563	.813		.705	.750	.000	.438		.679			.866

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

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File Name : 02_FON_Citrus_10E AM
Site Code : 05121403
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File Name : 02_FON_Citrus_10E AM
Site Code : 05121403
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City of Fontana
N/S: Citrus Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

Start Time	Citrus Avenue Southbound				I-10 Eastbound On Ramp Westbound				Citrus Avenue Northbound				I-10 Eastbound Off Ramp Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	9	2	0	11	0	0	0	0	2	4	4	6	4	0	0	4
+15 mins.	5	5	0	10	0	0	0	0	4	4	4	8	3	0	4	7
+30 mins.	4	5	0	9	0	0	0	0	8	3	3	11	2	0	1	3
+45 mins.	9	8	0	17	0	0	0	0	4	2	2	6	3	0	2	5
Total Volume	27	20	0	47	0	0	0	0	18	13	13	31	12	0	7	19
% App. Total	57.4	42.6	0		0	0	0	0	58.1	41.9			63.2	0	36.8	
PHF	.750	.625	.000	.691	.000	.000	.000	.000	.563	.813	.705		.750	.000	.438	.679

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City of Fontana
N/S: Citrus Avenue
EW: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Citrus_10E AM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 1

Groups Printed- 3 Axle Vehicles

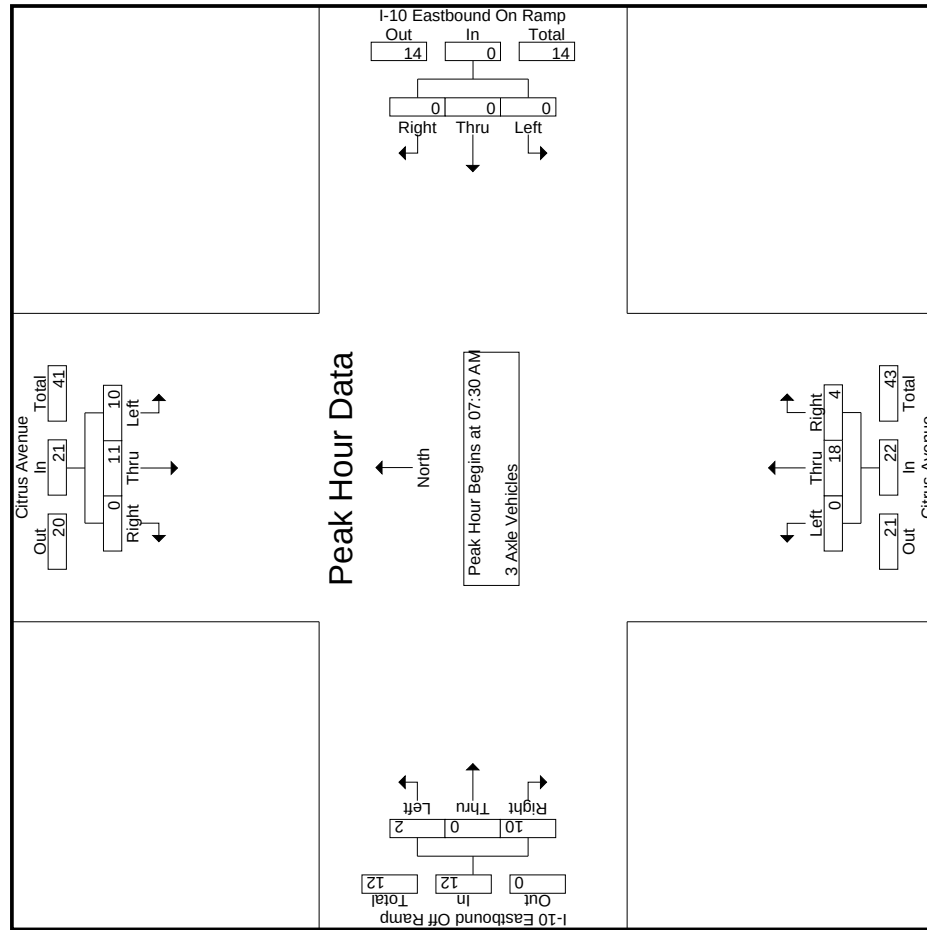
Start Time		Citrus Avenue Southbound					I-10 Eastbound On Ramp Westbound					Citrus Avenue Northbound					I-10 Eastbound Off Ramp Eastbound													
		Left		Thru		Right	RTOR		App. Total	Left		Thru		Right	RTOR		App. Total	Left		Thru		Right	RTOR		App. Total	Exclu. Total		Inclu. Total		Int. Total
07:00 AM		0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	1	0	0	0	1	0	0	0	0	0	5	5	5	
07:15 AM		3	3	0	0	6	0	0	0	0	0	4	2	2	6	0	0	1	0	0	1	0	1	0	1	2	13	15	15	
07:30 AM		2	6	0	0	8	0	0	0	0	0	1	0	0	1	0	0	0	2	1	2	1	2	1	0	1	11	12	12	
07:45 AM		3	0	0	0	3	0	0	0	0	0	3	2	1	5	1	0	2	1	3	2	1	1	3	2	11	13	13	13	
Total		8	9	0	0	17	0	0	0	0	0	10	6	3	16	2	0	5	2	7	5	40	45	45	45	45	45	45	45	45
08:00 AM		3	2	0	0	5	0	0	0	0	0	10	0	0	10	0	0	4	3	4	3	19	22	22	22	22	22	22	22	22
08:15 AM		2	3	0	0	5	0	0	0	0	0	4	2	0	6	1	0	2	0	3	0	14	14	14	14	14	14	14	14	14
08:30 AM		3	3	0	0	6	0	0	0	0	0	5	1	0	6	1	0	1	0	2	0	14	14	14	14	14	14	14	14	14
08:45 AM		2	3	0	0	5	0	0	0	0	0	3	0	0	3	1	0	2	1	3	1	11	12	12	12	12	12	12	12	12
Total		10	11	0	0	21	0	0	0	0	0	22	3	0	25	3	0	9	4	12	4	58	62	62	62	62	62	62	62	62
Grand Total		18	20	0	0	38	0	0	0	0	0	32	9	3	41	5	0	14	6	19	9	98	107	107	107	107	107	107	107	107
Approch %		47.4	52.6	0			0	0	0		0	78	22			26.3	0	73.7		19.4	8.4	91.6	91.6	91.6	91.6	91.6	91.6	91.6	91.6	91.6
Total %		18.4	20.4	0		38.8	0	0	0		0	32.7	9.2		41.8	5.1	0	14.3												

	Citrus Avenue Southbound					I-10 Eastbound On Ramp Westbound					Citrus Avenue Northbound					I-10 Eastbound Off Ramp Eastbound				
	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:30 AM																				
07:30 AM	2	6	0	8		0	0	0	0		0	1	0	1		0	0	2	2	
07:45 AM	3	0	0	3		0	0	0	0		0	3	2	5		1	0	2	3	
08:00 AM	3	2	0	5		0	0	0	0		0	10	0	10		0	0	4	4	
08:15 AM	2	3	0	5		0	0	0	0		0	4	2	6		1	0	2	3	
Total Volume	10	11	0	21		0	0	0	0		0	18	4	22		2	0	10	12	
% App. Total	47.6	52.4	0			0	0	0			0	81.8	18.2			16.7	0	83.3		
PHF	.833	.458	.000	.656		.000	.000	.000	.000		.000	.450	.500	.550		.500	.000	.625	.750	
																				.724

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

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File Name : 02_FON_Citrus_10E AM
Site Code : 05121403
Start Date : 8/17/2021
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File Name : 02_FON_Citrus_10E AM
Site Code : 05121403
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City of Fontana
N/S: Citrus Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

Start Time	Citrus Avenue Southbound				I-10 Eastbound On Ramp Westbound				Citrus Avenue Northbound				I-10 Eastbound Off Ramp Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	6	0	8	0	0	0	0	1	0	0	1	0	0	2	2
+15 mins.	3	0	0	3	0	0	0	0	3	0	2	5	1	0	2	3
+30 mins.	3	2	0	5	0	0	0	0	10	0	0	10	0	0	4	4
+45 mins.	2	3	0	5	0	0	0	0	4	2	2	6	1	0	2	3
Total Volume	10	11	0	21	0	0	0	0	18	4	4	22	2	0	10	12
% App. Total	47.6	52.4	0		0	0	0		81.8	18.2			16.7	0	83.3	
PHF	.833	.458	.000	.656	.000	.000	.000	.000	.450	.500	.500	.550	.500	.000	.625	.750

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City of Fontana
N/S: Citrus Avenue
EW: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Citrus_10E AM
Site Code : 05121403
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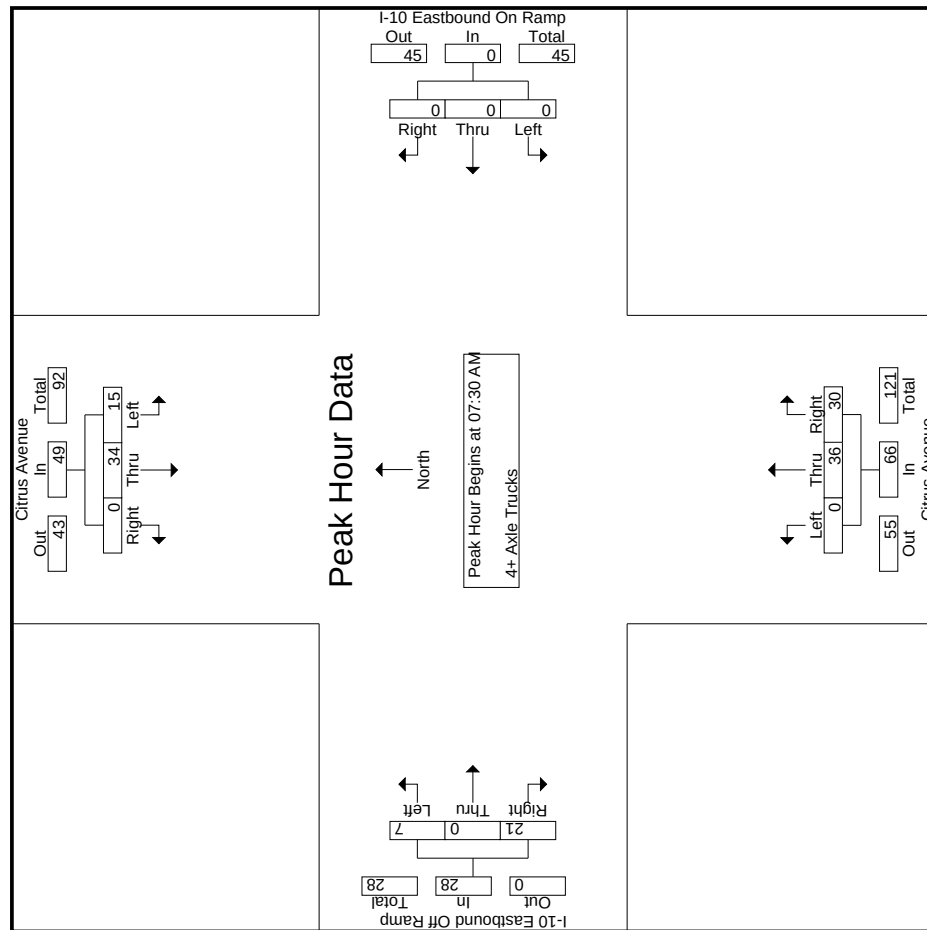
Groups Printed- 4+ Axle Trucks

Start Time	Citrus Avenue Southbound						I-10 Eastbound On Ramp Westbound						Citrus Avenue Northbound						I-10 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total																					
07:00 AM	5	6	0	0	11		0	0	0	0	0		0	6	6	0	12		2	0	5	0	7	
07:15 AM	6	3	0	0	9		0	0	0	0	0		7	8	2	2	15		1	0	6	4	7	
07:30 AM	5	6	0	0	11		0	0	0	0	0		9	11	0	20		2	0	6	5	8		
07:45 AM	3	7	0	0	10		0	0	0	0	0		3	6	2	9		1	0	6	1	7		
Total	19	22	0	0	41		0	0	0	0	0		25	31	4	56		6	0	23	10	29		
08:00 AM	4	12	0	0	16		0	0	0	0	0		13	6	2	19		2	0	6	1	8		
08:15 AM	3	9	0	0	12		0	0	0	0	0		11	7	1	18		2	0	3	0	5		
08:30 AM	2	11	0	0	13		0	0	0	0	0		9	9	1	18		2	0	9	4	11		
08:45 AM	4	3	0	0	7		0	0	0	0	0		15	5	1	20		1	0	5	1	6		
Total	13	35	0	0	48		0	0	0	0	0		48	27	5	75		7	0	23	6	30		
Grand Total	32	57	0	0	89		0	0	0	0	0		73	58	9	131		13	0	46	16	59		
Approch %	36	64	0				0	0	0				55.7	44.3		47		22	0	78				
Total %	11.5	20.4	0		31.9		0	0	0				26.2	20.8		47		4.7	0	16.5		21.1		

Start Time	Citrus Avenue Southbound						I-10 Eastbound On Ramp Westbound						Citrus Avenue Northbound						I-10 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total				
	Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:30 AM																								
07:30 AM	5	6	0	11	0	0	0	0	0	0	9	11	20	2	0	6	8							
07:45 AM	3	7	0	10	0	0	0	0	0	0	3	6	9	1	0	6	7							
08:00 AM	4	12	0	16	0	0	0	0	0	0	13	6	19	2	0	6	8							
08:15 AM	3	9	0	12	0	0	0	0	0	0	11	7	18	2	0	3	5							
Total Volume	15	34	0	49	0	0	0	0	0	0	36	30	66	7	0	21	28							
% App. Total	30.6	69.4	0		0	0	0	0	0	0	54.5	45.5		25	0	75								
PHF	.750	.708	.000	.766	.000	.000	.000	.000	.000	.000	.692	.682	.825	.875	.000	.875	.875							

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File Name : 02_FON_Citrus_10E AM
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File Name : 02_FON_Citrus_10E AM
Site Code : 05121403
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City of Fontana
N/S: Citrus Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

Start Time	Citrus Avenue Southbound				I-10 Eastbound On Ramp Westbound				Citrus Avenue Northbound				I-10 Eastbound Off Ramp Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	5	6	0	11	0	0	0	0	9	11	20	2	0	0	6	8
+15 mins.	3	7	0	10	0	0	0	0	3	6	9	1	0	0	6	7
+30 mins.	4	12	0	16	0	0	0	0	13	6	19	2	0	0	6	8
+45 mins.	3	9	0	12	0	0	0	0	11	7	18	2	0	0	3	5
Total Volume	15	34	0	49	0	0	0	0	36	30	66	7	0	0	21	28
% App. Total	30.6	69.4	0		0	0	0	0	54.5	45.5		25	0	0	75	
PHF	.750	.708	.000	.766	.000	.000	.000	.000	.692	.682	.825	.875	.000	.000	.875	.875

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

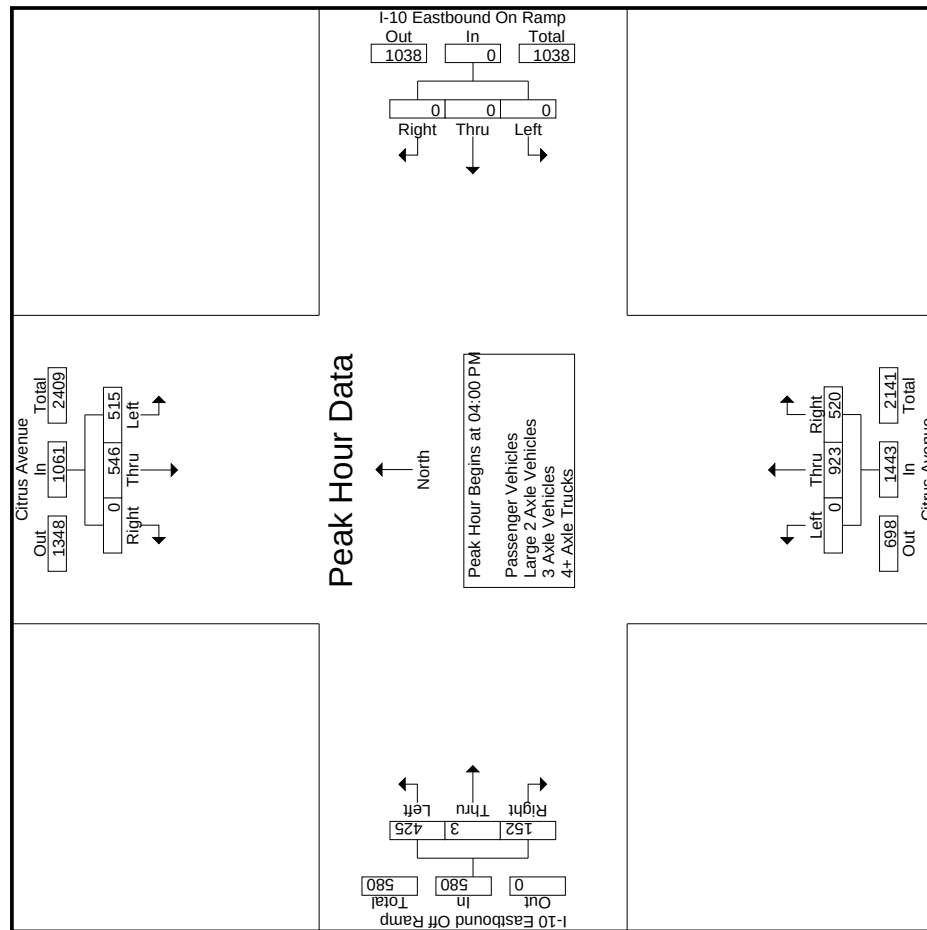
File Name : 02_FON_Citrus_10E PM
Site Code : 05121403
Start Date : 8/17/2021
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks																								
	Citrus Avenue Southbound						Citrus Avenue Northbound						I-10 Eastbound Off Ramp											
	I-10 Eastbound On Ramp						Citrus Avenue Northbound						Eastbound											
	Westbound						Thru						RTOR						App. Total					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total					
Start Time	126	125	0	0	251	0	0	0	0	0	0	293	145	59	438	104	2	29	8	135				
04:00 PM	134	164	0	0	298	0	0	0	0	0	0	233	133	29	366	109	0	39	25	148				
04:15 PM	126	121	0	0	247	0	0	0	0	0	0	220	126	56	346	122	1	46	32	169				
04:30 PM	129	136	0	0	265	0	0	0	0	0	0	177	116	29	293	90	0	38	13	128				
04:45 PM	515	546	0	0	1061	0	0	0	0	0	0	923	520	173	1443	425	3	152	78	580				
Total																	251	3084	3335					
05:00 PM	116	125	0	0	241	0	0	0	0	0	0	201	118	44	319	99	1	40	20	140				
05:15 PM	126	132	0	0	258	0	0	0	0	0	0	190	115	45	305	103	0	43	18	146				
05:30 PM	105	172	0	0	277	0	0	0	0	0	0	196	89	23	285	91	0	58	25	149				
05:45 PM	102	149	0	0	251	0	0	0	0	0	0	186	74	23	260	108	1	81	27	190				
Total	449	578	0	0	1027	0	0	0	0	0	0	773	396	135	1169	401	2	222	90	625				
																	225	2821	3046					
Grand Total	964	1124	0	0	2088	0	0	0	0	0	0	1696	916	308	2612	826	5	374	168	1205				
Approch %	46.2	53.8	0			0	0	0	0			64.9	35.1			68.5	0.4	31						
Total %	16.3	19	0		35.4	0	0	0	0	0	0	28.7	15.5		44.2	14	0.1	6.3		20.4				
Passenger Vehicles	891	1026	0	0	1917	0	0	0	0	0	0	1608	852	94.5	2751	788	3	321		1259				
% Passenger Vehicles	92.4	91.3	0	0	91.8	0	0	0	0	0	0	94.8	93	94.5	94.2	95.4	60	85.8	87.5	91.7				
Large 2 Axle Vehicles	22	34	0	0	56	0	0	0	0	0	0	25	23	53	53	22	2	11		44				
% Large 2 Axle Vehicles	2.3	3	0	0	2.7	0	0	0	0	0	0	1.5	2.5	1.6	1.8	2.7	40	2.9	5.4	3.2				
3 Axle Vehicles	13	13	0	0	26	0	0	0	0	0	0	27	11	41	41	6	0	8		19				
% 3 Axle Vehicles	1.3	1.2	0	0	1.2	0	0	0	0	0	0	1.6	1.2	1	1.4	0.7	0	2.1	3	1.4				
4+ Axle Trucks	38	51	0	0	89	0	0	0	0	0	0	36	30	75	75	10	0	34		51				
% 4+ Axle Trucks	3.9	4.5	0	0	4.3	0	0	0	0	0	0	2.1	3.3	2.9	2.6	1.2	0	9.1	4.2	3.7				
																	0	0	0	0				
																	0	0	0	0				
																	0	0	0	0				
																	0	0	0	0				
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM

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File Name : 02_FON_Citrus_10E PM
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City of Fontana
N/S: Citrus Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

3.1-50

	Citrus Avenue Southbound				I-10 Eastbound On Ramp Westbound				Citrus Avenue Northbound				I-10 Eastbound Off Ramp Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
+0 mins. +15 mins. +30 mins. +45 mins. Total Volume % App. Total PHE	04:00 PM				04:00 PM				04:00 PM				05:00 PM			
	126	125	0	251	0	0	0	0	293	145	438	99	1	40	140	
	134	164	0	298	0	0	0	0	233	133	366	103	0	43	146	
	126	121	0	247	0	0	0	0	220	126	346	91	0	58	149	
	129	136	0	265	0	0	0	0	177	116	293	108	1	81	190	
515				546	0	1061	0	0	923	520	1443	401	2	222	625	
48.5				51.5	0		0	0	64	36		64.2	0.3	35.5		
.961				.832	.000	.890	.000	.000	.788	.897	.824	.928	.500	.685	.822	

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City of Fontana
N/S: Citrus Avenue
EW: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Citrus_10E PM
Site Code : 05121403
Start Date : 8/17/2021
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Groups Printed- Passenger Vehicles

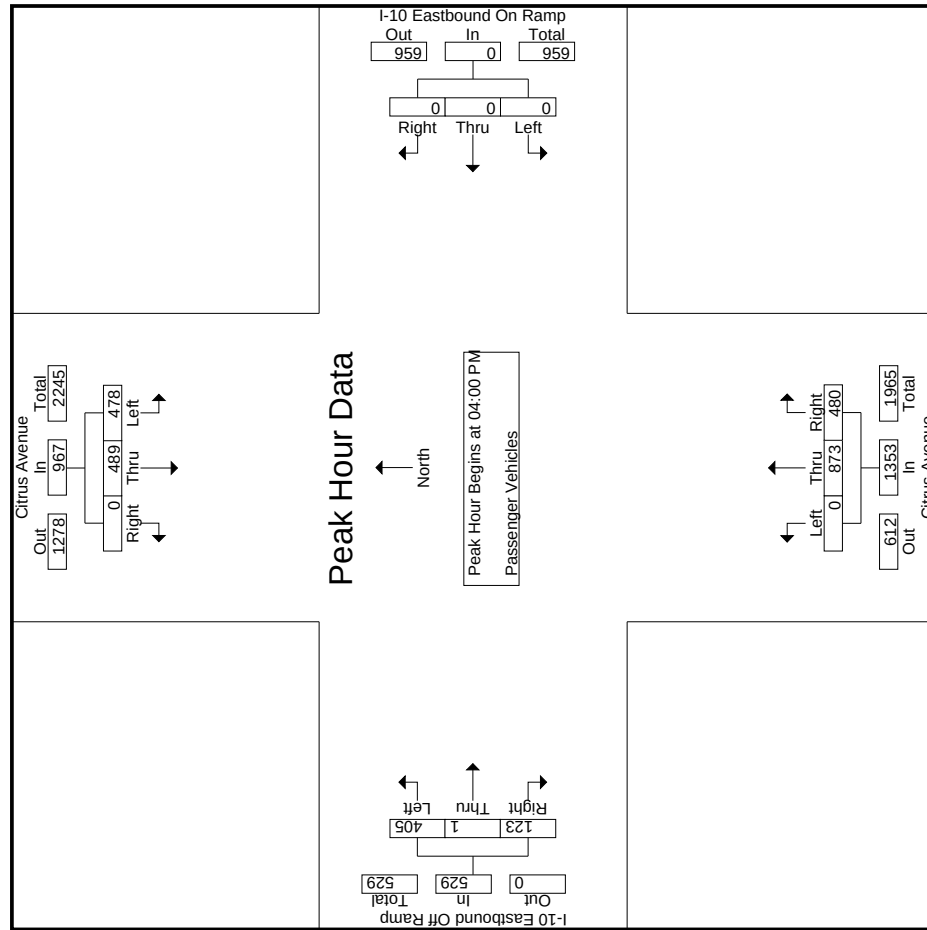
Start Time	Citrus Avenue Southbound					I-10 Eastbound On Ramp Westbound					Citrus Avenue Northbound					I-10 Eastbound Off Ramp Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total		Exclu. Total		Inclu. Total	Int. Total		Exclu. Total		Inclu. Total	Int. Total		Exclu. Total		Inclu. Total	Int. Total		Exclu. Total			
04:00 PM	118	113	0	0	231	0	0	0	0	0	0	279	132	57	411	103	1	21	6	125	63	767	830
04:15 PM	125	145	0	0	270	0	0	0	0	0	0	219	121	26	340	102	0	29	19	131	45	741	786
04:30 PM	117	106	0	0	223	0	0	0	0	0	0	206	119	56	325	115	0	43	29	158	85	706	791
04:45 PM	118	125	0	0	243	0	0	0	0	0	0	169	108	26	277	85	0	30	11	115	37	635	672
Total	478	489	0	0	967	0	0	0	0	0	0	873	480	165	1353	405	1	123	65	529	230	2849	3079
05:00 PM	107	114	0	0	221	0	0	0	0	0	0	189	113	43	302	94	1	33	17	128	60	651	711
05:15 PM	114	122	0	0	236	0	0	0	0	0	0	186	110	42	296	96	0	38	16	134	58	666	724
05:30 PM	100	160	0	0	260	0	0	0	0	0	0	185	82	20	267	86	0	53	23	139	43	666	709
05:45 PM	92	141	0	0	233	0	0	0	0	0	0	175	67	21	242	107	1	74	26	182	47	657	704
Total	413	537	0	0	950	0	0	0	0	0	0	735	372	126	1107	383	2	198	82	583	208	2640	2848
Grand Total	891	1026	0	0	1917	0	0	0	0	0	0	1608	852	291	2460	788	3	321	147	1112	438	5489	5927
Approch %	46.5	53.5	0			0	0	0			0	65.4	34.6			70.9	0.3	28.9					
Total %	16.2	18.7	0		34.9	0	0	0			0	29.3	15.5		44.8	14.4	0.1	5.8		20.3	7.4	92.6	

	Citrus Avenue Southbound					I-10 Eastbound On Ramp Westbound					Citrus Avenue Northbound					I-10 Eastbound Off Ramp Eastbound				
	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:00 PM																				
04:00 PM	118	113	0	231		0	0	0	0		0	0	279	132		411	103	1	21	125
04:15 PM	125	145	0	270		0	0	0	0		0	0	219	121		340	102	0	29	131
04:30 PM	117	106	0	223		0	0	0	0		0	0	206	119		325	115	0	43	158
04:45 PM	118	125	0	243		0	0	0	0		0	0	169	108		277	85	0	30	115
Total Volume	478	489	0	967		0	0	0	0		0	0	873	480		1353	405	1	123	529
% App. Total	49.4	50.6	0			0	0	0	0		0	0	64.5	35.5			76.6	0.2	23.3	
PHF	.956	.843	.000	.895		.000	.000	.000	.000		.000	.000	.782	.909		.823	.880	.250	.715	.837
																				.929

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

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File Name : 02_FON_Citrus_10E PM
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City of Fontana
N/S: Citrus Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

3.1-53

	Citrus Avenue Southbound				I-10 Eastbound On Ramp Westbound				Citrus Avenue Northbound				I-10 Eastbound Off Ramp Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
	118	113	0	231	0	0	0	0	279	132	411	103	1	21	125	
	+0 mins.															
	+15 mins.	125	0	270	0	0	0	0	219	121	340	102	0	29	131	
	+30 mins.	117	106	0	223	0	0	0	206	119	325	115	0	43	158	
+45 mins.	118	125	0	243	0	0	0	169	108	277	85	0	30	115		
Total Volume	478	489	0	967	0	0	0	0	873	480	1353	405	1	123	529	
% App. Total	49.4	50.6	0		0	0	0	0	64.5	35.5		76.6	0.2	23.3		
PHE	.956	.843	.000	.895	.000	.000	.000	.000	.782	.909	.823	.880	.250	.715	.837	

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City of Fontana
N/S: Citrus Avenue
EW: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Citrus_10E PM
Site Code : 05121403
Start Date : 8/17/2021
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Groups Printed- Large 2 Axle Vehicles

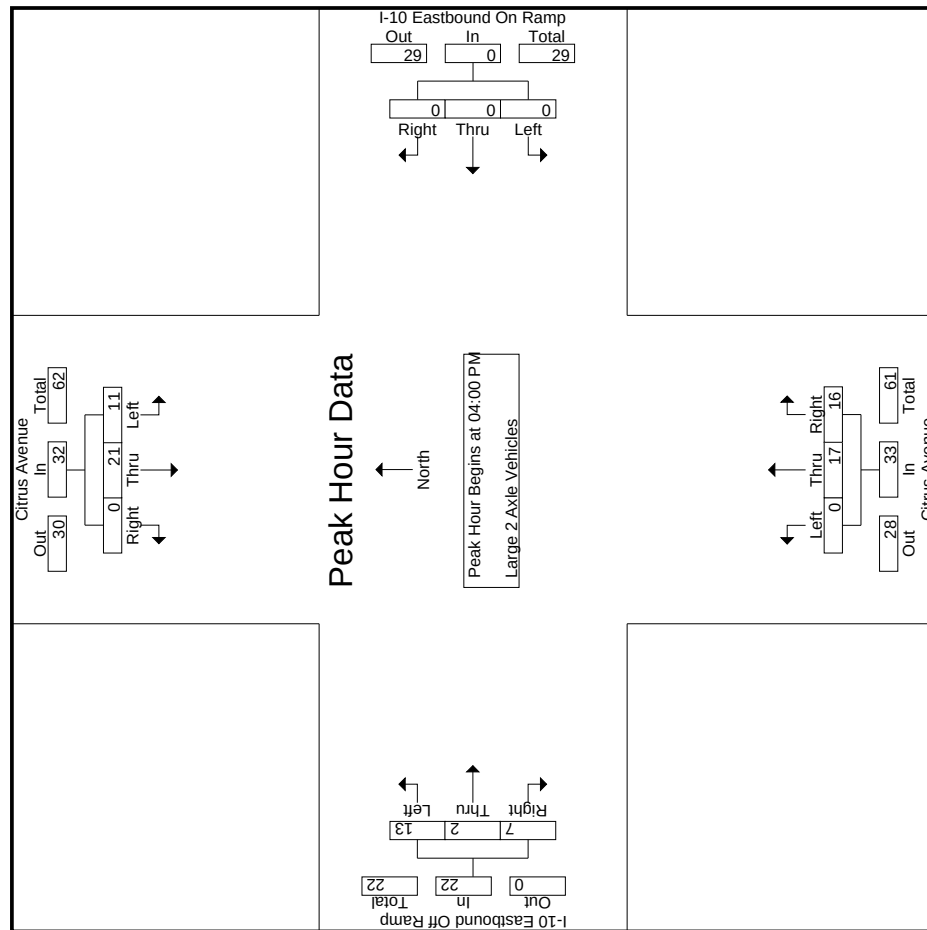
Start Time	Citrus Avenue Southbound						I-10 Eastbound On Ramp Westbound						Citrus Avenue Northbound						I-10 Eastbound Off Ramp Eastbound											
	Left			Right			Left			Right			Left			Right			Left			Right			Left			Right		
	Thru	RTOR	App. Total	Thru	RTOR	App. Total	Thru	RTOR	App. Total	Thru	RTOR	App. Total	Thru	RTOR	App. Total	Thru	RTOR	App. Total	Thru	RTOR	App. Total	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
04:00 PM	3	4	0	0	7	0	0	0	0	0	0	0	8	6	14	0	1	2	2	3	2	24	26							
04:15 PM	4	5	0	0	9	0	0	0	0	0	0	4	7	2	11	4	0	3	2	7	4	27	31							
04:30 PM	1	6	0	0	7	0	0	0	0	0	0	3	1	0	4	5	1	0	6	6	0	17	17							
04:45 PM	3	6	0	0	9	0	0	0	0	0	0	2	2	0	4	4	0	2	2	6	2	19	21							
Total	11	21	0	0	32	0	0	0	0	0	0	17	16	2	33	13	2	7	6	22	8	87	95							
05:00 PM	4	4	0	0	8	0	0	0	0	0	0	4	2	0	6	3	0	2	2	5	2	19	21							
05:15 PM	2	2	0	0	4	0	0	0	0	0	0	1	1	1	2	3	0	1	0	4	1	10	11							
05:30 PM	0	5	0	0	5	0	0	0	0	0	0	2	1	1	3	3	0	0	3	3	1	11	12							
05:45 PM	5	2	0	0	7	0	0	0	0	0	0	1	3	1	4	0	0	1	1	1	2	12	14							
Total	11	13	0	0	24	0	0	0	0	0	0	8	7	3	15	9	0	4	3	13	6	52	58							
Grand Total	22	34	0	0	56	0	0	0	0	0	0	25	23	5	48	22	2	11	9	35	14	139	153							
Approch %	39.3	60.7	0			0	0	0			0	52.1	47.9			62.9	5.7	31.4		25.2	9.2	90.8								
Total %	15.8	24.5	0		40.3	0	0	0			0	18	16.5		34.5	15.8	1.4	7.9												

Start Time	Citrus Avenue Southbound					I-10 Eastbound On Ramp Westbound					Citrus Avenue Northbound					I-10 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	3	4	0	7		0	0	0	0		0	8	6	14		0	1	2	3		24
04:15 PM	4	5	0	9		0	0	0	0		0	4	7	11		4	0	3	7		27
04:30 PM	1	6	0	7		0	0	0	0		0	3	1	4		5	1	0	6		17
04:45 PM	3	6	0	9		0	0	0	0		0	2	2	4		4	0	2	6		19
Total Volume	11	21	0	32		0	0	0	0		0	17	16	33		13	2	7	22		87
% App. Total	34.4	65.6	0			0	0	0			0	51.5	48.5			59.1	9.1	31.8			
PHF	.688	.875	.000	.889		.000	.000	.000	.000		.000	.531	.571	.589		.650	.500	.583	.786		.806

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

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File Name : 02_FON_Citrus_10E PM
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City of Fontana
N/S: Citrus Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Citrus_10E PM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 3

Start Time	Citrus Avenue Southbound			I-10 Eastbound On Ramp Westbound			Citrus Avenue Northbound			I-10 Eastbound Off Ramp Eastbound		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:00 PM				04:00 PM				04:00 PM			
+0 mins.	3	4	0	7	0	0	0	0	0	0	1	2
+15 mins.	4	5	0	9	0	0	0	7	4	0	3	7
+30 mins.	1	6	0	7	0	0	0	1	5	1	0	6
+45 mins.	3	6	0	9	0	0	0	2	4	0	2	6
Total Volume	11	21	0	32	0	0	0	17	16	2	7	22
% App. Total	34.4	65.6	0		0	0	0	51.5	48.5	9.1	31.8	
PHF	.688	.875	.000	.889	.000	.000	.000	.531	.571	.500	.583	.786

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

City of Fontana
N/S: Citrus Avenue
EW: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Citrus_10E PM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 1

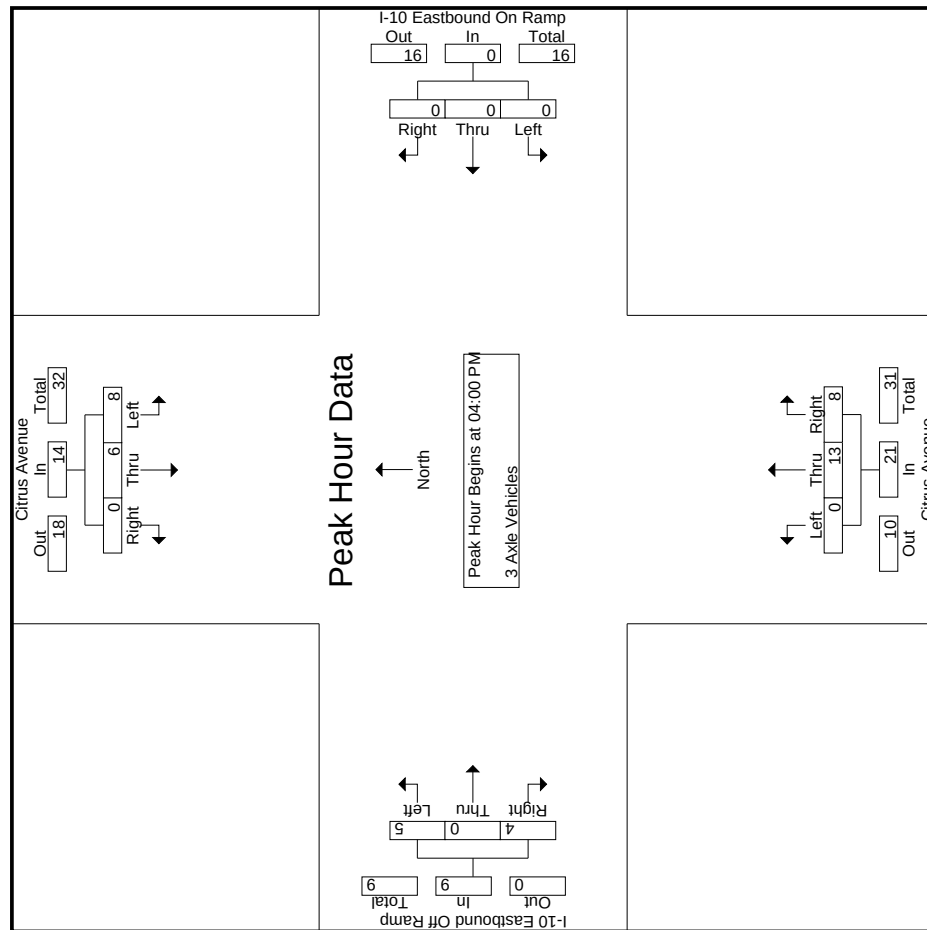
Groups Printed- 3 Axle Vehicles

Start Time	Citrus Avenue Southbound					I-10 Eastbound On Ramp Westbound					Citrus Avenue Northbound					I-10 Eastbound Off Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	1	2	0	0	3	0	0	0	0	0	0	2	4	2	6	0	0	1	0	1	2	10	12
04:15 PM	1	2	0	0	3	0	0	0	0	0	0	5	1	0	6	3	0	2	2	5	2	14	16
04:30 PM	3	2	0	0	5	0	0	0	0	0	0	2	0	0	2	2	0	1	1	3	1	10	11
04:45 PM	3	0	0	0	3	0	0	0	0	0	0	4	3	1	7	0	0	0	0	0	1	10	11
Total	8	6	0	0	14	0	0	0	0	0	0	13	8	3	21	5	0	4	3	9	6	44	50
05:00 PM	1	2	0	0	3	0	0	0	0	0	0	4	1	0	5	0	0	1	1	1	1	9	10
05:15 PM	3	3	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	8	9
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	5	1	0	6	0	0	2	0	2	0	9	9
05:45 PM	1	1	0	0	2	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	0	8	8
Total	5	7	0	0	12	0	0	0	0	0	0	14	3	0	17	1	0	4	2	5	2	34	36
Grand Total	13	13	0	0	26	0	0	0	0	0	0	27	11	3	38	6	0	8	5	14	8	78	86
Approch %	50	50	0			0	0	0			0	71.1	28.9			42.9	0	57.1		17.9	9.3	90.7	
Total %	16.7	16.7	0		33.3	0	0	0			0	34.6	14.1		48.7	7.7	0	10.3					

Start Time	Citrus Avenue Southbound					I-10 Eastbound On Ramp Westbound					Citrus Avenue Northbound					I-10 Eastbound Off Ramp Eastbound					Int. Total
	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	1	2	0	3		0	0	0	0		0	2	4	6		0	0	1	1	10	
04:15 PM	1	2	0	3		0	0	0	0		0	5	1	6		3	0	2	5	14	
04:30 PM	3	2	0	5		0	0	0	0		0	2	0	2		2	0	1	3	10	
04:45 PM	3	0	0	3		0	0	0	0		0	4	3	7		0	0	0	0	10	
Total Volume	8	6	0	14		0	0	0	0		0	13	8	21		5	0	4	9	44	
% App. Total	57.1	42.9	0			0	0	0			0	61.9	38.1			55.6	0	44.4			
PHF	.667	.750	.000	.700		.000	.000	.000	.000		.000	.650	.500	.750		.417	.000	.500	.450	.786	

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PO Box 1178
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File Name : 02_FON_Citrus_10E PM
Site Code : 05121403
Start Date : 8/17/2021
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File Name : 02_FON_Citrus_10E PM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 3

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

Start Time	Citrus Avenue Southbound			I-10 Eastbound On Ramp Westbound			Citrus Avenue Northbound			I-10 Eastbound Off Ramp Eastbound		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
04:00 PM												
+0 mins.	1	2	0	3	0	0	0	0	0	0	0	1
+15 mins.	1	2	0	3	0	0	0	0	0	0	2	5
+30 mins.	3	2	0	5	0	0	0	0	2	0	1	3
+45 mins.	3	0	0	3	0	0	0	0	4	0	0	0
Total Volume	8	6	0	14	0	0	0	0	13	8	21	41
% App. Total	57.1	42.9	0		0	0	0	0	61.9	38.1	0	44.4
PHF	.667	.750	.000	.700	.000	.000	.000	.000	.650	.500	.750	.450

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City of Fontana
N/S: Citrus Avenue
EW: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_FON_Citrus_10E PM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 1

Groups Printed- 4+ Axle Trucks

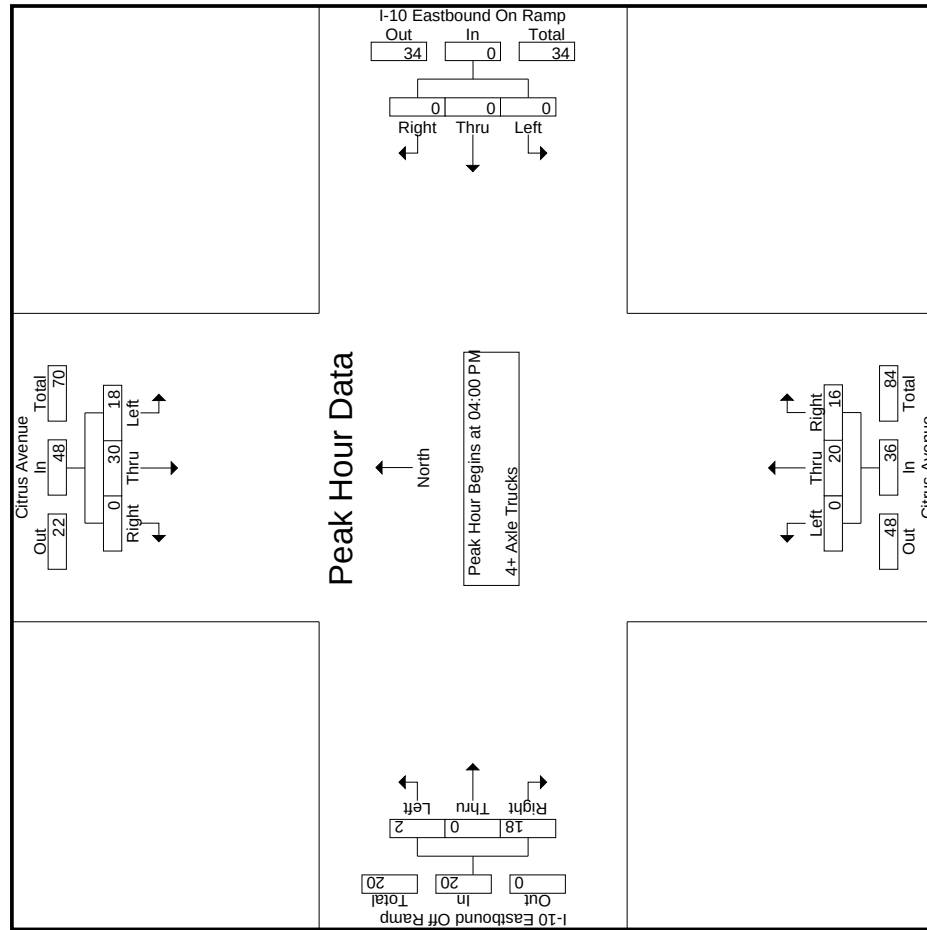
Start Time	Citrus Avenue Southbound						I-10 Eastbound On Ramp Westbound						Citrus Avenue Northbound						I-10 Eastbound Off Ramp Eastbound										
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
04:00 PM	4	6	0	0	10	0	0	0	0	0	0	0	4	3	0	7	0	1	0	5	0	6	0	23	23				
04:15 PM	4	12	0	0	16	0	0	0	0	0	0	0	5	4	1	9	0	0	0	5	2	5	3	30	33				
04:30 PM	5	7	0	0	12	0	0	0	0	0	0	0	9	6	0	15	0	0	0	2	2	2	2	29	31				
04:45 PM	5	5	0	0	10	0	0	0	0	0	0	0	2	3	2	5	1	0	6	0	7	2	22	24					
Total	18	30	0	0	48	0	0	0	0	0	0	0	20	16	3	36	2	0	18	4	20	7	104	111					
05:00 PM	4	5	0	0	9	0	0	0	0	0	0	0	4	2	1	6	0	2	0	4	0	6	1	21	22				
05:15 PM	7	5	0	0	12	0	0	0	0	0	0	0	2	4	2	6	0	4	0	3	1	7	3	25	28				
05:30 PM	5	6	0	0	11	0	0	0	0	0	0	0	4	5	2	9	0	2	0	3	2	5	4	25	29				
05:45 PM	4	5	0	0	9	0	0	0	0	0	0	0	6	3	1	9	0	0	6	0	6	1	24	25					
Total	20	21	0	0	41	0	0	0	0	0	0	0	16	14	6	30	8	0	16	3	24	9	95	104					
Grand Total	38	51	0	0	89	0	0	0	0	0	0	0	36	30	9	66	10	0	34	7	44	16	199	215					
Approch %	42.7	57.3	0				0	0	0	0			54.5	45.5			22.7	0	77.3										
Total %	19.1	25.6	0		44.7		0	0	0	0			18.1	15.1		33.2	5	0	17.1				7.4	92.6					

	Citrus Avenue Southbound					I-10 Eastbound On Ramp Westbound					Citrus Avenue Northbound					I-10 Eastbound Off Ramp Eastbound				
	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:00 PM																				
04:00 PM	4	6	0	10		0	0	0	0		0	4	3	7		1	0	5	6	23
04:15 PM	4	12	0	16		0	0	0	0		0	5	4	9		0	0	5	5	30
04:30 PM	5	7	0	12		0	0	0	0		0	9	6	15		0	0	2	2	29
04:45 PM	5	5	0	10		0	0	0	0		0	2	3	5		1	0	6	7	22
Total Volume	18	30	0	48		0	0	0	0		0	20	16	36		2	0	18	20	104
% App. Total	37.5	62.5	0			0	0	0			0	55.6	44.4			10	0	90		
PHF	.900	.625	.000	.750		.000	.000	.000	.000		.000	.556	.667	.600		.500	.000	.750	.714	.867

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

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

File Name : 02_FON_Citrus_10E PM
 Site Code : 05121403
 Start Date : 8/17/2021
 Page No : 2



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

3.1-62

	Citrus Avenue Southbound				I-10 Eastbound On Ramp Westbound				Citrus Avenue Northbound				I-10 Eastbound Off Ramp Eastbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	4	6	0	10	0	0	0	0	4	3	7	1	0	5	6	
+15 mins.	4	12	0	16	0	0	0	0	5	4	9	0	0	5	5	
+30 mins.	5	7	0	12	0	0	0	0	9	6	15	0	0	2	2	
+45 mins.	5	5	0	10	0	0	0	0	2	3	5	1	0	6	7	
Total Volume	18	30	0	48	0	0	0	0	20	16	36	2	0	18	20	
% App. Total	37.5	62.5	0		0	0	0	0	55.6	44.4		10	0	90		
PHE	.900	.625	.000	.750	.000	.000	.000	.000	.556	.667	.600	.500	.000	.750	.714	

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



Date: 8/17/2021
 Day: Tuesday

PEDESTRIANS

	North Leg Citrus Avenue	East Leg I-10 EB Ramps	South Leg Citrus Avenue	West Leg I-10 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	4	0	0	4
8:00 AM	0	4	0	0	4
8:15 AM	0	2	0	0	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	11	0	0	11

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

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



Date: 8/17/2021
 Day: Tuesday

BICYCLES

		Southbound Citrus Avenue			Westbound I-10 EB Ramps			Northbound Citrus Avenue			Eastbound I-10 EB Ramps			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0	0	0	0	0	0	0	0	0

		Southbound Citrus Avenue			Westbound I-10 EB Ramps			Northbound Citrus Avenue			Eastbound I-10 EB Ramps			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM		0	0	0	0	0	0	0	2	0	0	0	0	2
4:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM		0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM		0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0	0	0	4	0	0	0	0	4

Counts Unlimited
PO Box 1178
Corona, CA 92878
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City of Fontana
N/S: Citrus Avenue
EW: Slover Avenue
Weather: Clear

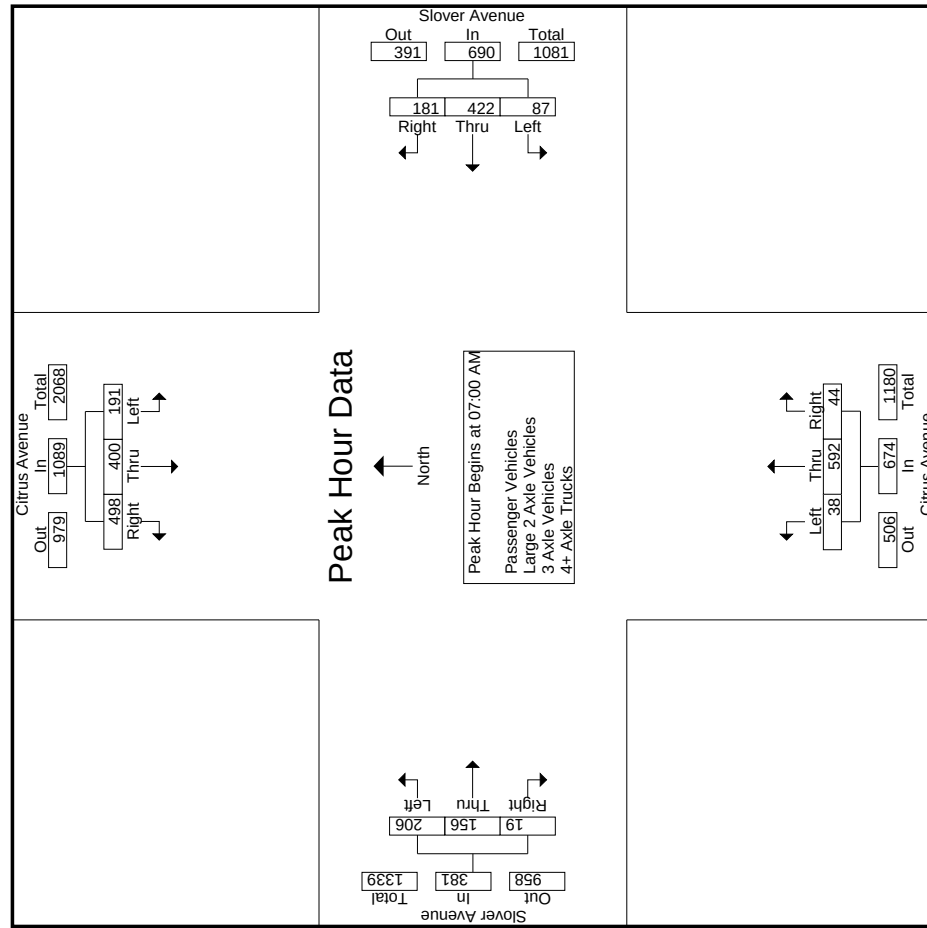
File Name : 06_FON_Citrus_Slover AM
Site Code : 05119181
Start Date : 3/14/2019
Page No : 1

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

Start Time	Citrus Avenue Southbound						Slover Avenue Westbound						Citrus Avenue Northbound						Slover Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
07:00 AM	50	120	133	32	303		20	105	43	14	168		5	136	12	8	153		44	29	3	1	76	
07:15 AM	68	128	112	28	308		35	87	63	17	185		22	200	15	12	237		47	30	12	4	89	
07:30 AM	28	70	110	40	208		17	102	37	5	156		8	169	13	5	190		66	49	3	0	118	
07:45 AM	45	82	143	16	270		15	128	38	11	181		3	87	4	2	94		49	48	1	0	98	
Total	191	400	498	116	1089		87	422	181	47	690		38	592	44	27	674		206	156	19	5	381	
08:00 AM	33	53	127	28	213		12	78	17	5	107		6	72	9	5	87		45	33	0	0	78	
08:15 AM	31	65	119	13	215		10	64	19	2	93		2	62	8	6	72		38	47	3	0	88	
08:30 AM	31	64	99	13	194		8	50	24	4	82		2	82	8	4	92		64	21	2	0	87	
08:45 AM	30	59	89	13	178		11	56	21	4	88		5	89	9	5	103		55	34	4	2	93	
Total	125	241	434	67	800		41	248	81	15	370		15	305	34	20	354		202	135	9	2	346	
Grand Total	316	641	932	183	1889		128	670	262	62	1060		53	897	78	47	1028		408	291	28	7	727	
Approch %	16.7	33.9	49.3				12.1	63.2	24.7				5.2	87.3	7.6				56.1	40	3.9			
Total %	6.7	13.6	19.8		40.2		2.7	14.2	5.6		22.5		1.1	19.1	1.7		21.9		8.7	6.2	0.6		15.5	
Passenger Vehicles	303	582	810		1866		117	623	237		1036		46	846	73		1010		293	249	26		574	
% 3 Axle Vehicles	95.9	90.8	86.9	93.4	90.1		91.4	93	90.5	95.2	92.3		86.8	94.3	93.6	95.7	94		71.8	85.6	92.9	85.7	78.2	
% Large 2 Axle Vehicles	7	30	39		81		8	19	13		41		2	19	3		26		31	26	2		60	
% 3 Axle Vehicles	2.2	4.7	4.2	2.7	3.9		6.2	2.8	5	1.6	3.7		3.8	2.1	3.8	4.3	2.4		7.6	8.9	7.1	14.3	8.2	
% 4+ Axle Trucks	0.6	0.6	2.5	0.5	1.4		0.8	1.6	1.1	0	1.3		5.7	0.2	0	0	0.5		6.9	2.4	0	0	4.8	
% 4+ Axle Trucks	1.3	3.9	6.4	3.3	4.6		1.6	2.5	3.4	3.2	2.7		3.8	3.3	2.6	0	3.2		13.7	3.1	0	0	8.9	
PHF	.702	.781	.871		.884		.621	.824	.718		.932		.432	.740	.733		.711		.780	.796	.396		.807	

Start Time	Citrus Avenue Southbound						Slover Avenue Westbound						Citrus Avenue Northbound						Slover Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
07:00 AM	50	120	133		303		20	105	43		168		5	136	12		153		44	29	3		76	
07:15 AM	68	128	112		308		35	87	63		185		22	200	15		237		47	30	12		89	
07:30 AM	28	70	110		208		17	102	37		156		8	169	13		190		66	49	3		118	
07:45 AM	45	82	143		270		15	128	38		181		3	87	4		94		49	48	1		98	
Total Volume	191	400	498		1089		87	422	181		690		38	592	44		674		206	156	19		381	
% App. Total	17.5	36.7	45.7				12.6	61.2	26.2				5.6	87.8	6.5				54.1	40.9	5			
PHF	.702	.781	.871		.884		.621	.824	.718		.932		.432	.740	.733		.711		.780	.796	.396		.807	

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



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

File Name : 06 FON Citrus_Slover AM
Site Code : 05119181
Start Date : 3/14/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

		Citrus Avenue Southbound										Slover Avenue Westbound										Citrus Avenue Northbound										Slover Avenue Eastbound									
		Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total																	
Start Time		1	5	6	2	12	1	4	5	1	10	0	5	0	0	5	0	2	0	0	2	3	29	32																	
07:00 AM																																									
07:15 AM		0	4	3	1	7	0	1	2	0	3	1	2	0	0	3	1	3	1	1	5	2	18	20																	
07:30 AM		1	2	3	0	6	3	3	1	0	7	0	0	0	0	0	3	4	0	0	7	0	20	20																	
07:45 AM		0	5	6	1	11	1	5	0	0	6	0	3	1	1	4	3	3	0	0	6	2	27	29																	
Total		2	16	18	4	36	5	13	8	1	26	1	10	1	1	12	7	12	1	1	20	7	94	101																	
08:00 AM		1	3	3	0	7	1	2	2	0	5	1	3	1	1	5	6	4	0	0	10	1	27	28																	
08:15 AM		0	3	8	1	11	0	1	1	0	2	0	1	0	0	1	5	4	1	0	10	1	24	25																	
08:30 AM		3	3	5	0	11	0	0	1	0	1	0	0	1	0	1	7	1	0	0	8	0	21	21																	
08:45 AM		1	5	5	0	11	2	3	1	0	6	0	5	0	0	5	6	5	0	0	11	0	33	33																	
Total		5	14	21	1	40	3	6	5	0	14	1	9	2	1	12	24	14	1	0	39	2	105	107																	
Grand Total		7	30	39	5	76	8	19	13	1	40	2	19	3	2	24	31	26	2	1	59	9	199	208																	
Approch %		9.2	39.5	51.3			20	47.5	32.5			8.3	79.2	12.5			52.5	44.1	3.4																						
Total %		3.5	15.1	19.6		38.2	4	9.5	6.5		20.1	1	9.5	1.5		12.1	15.6	13.1	1	29.6	4.3	95.7																			

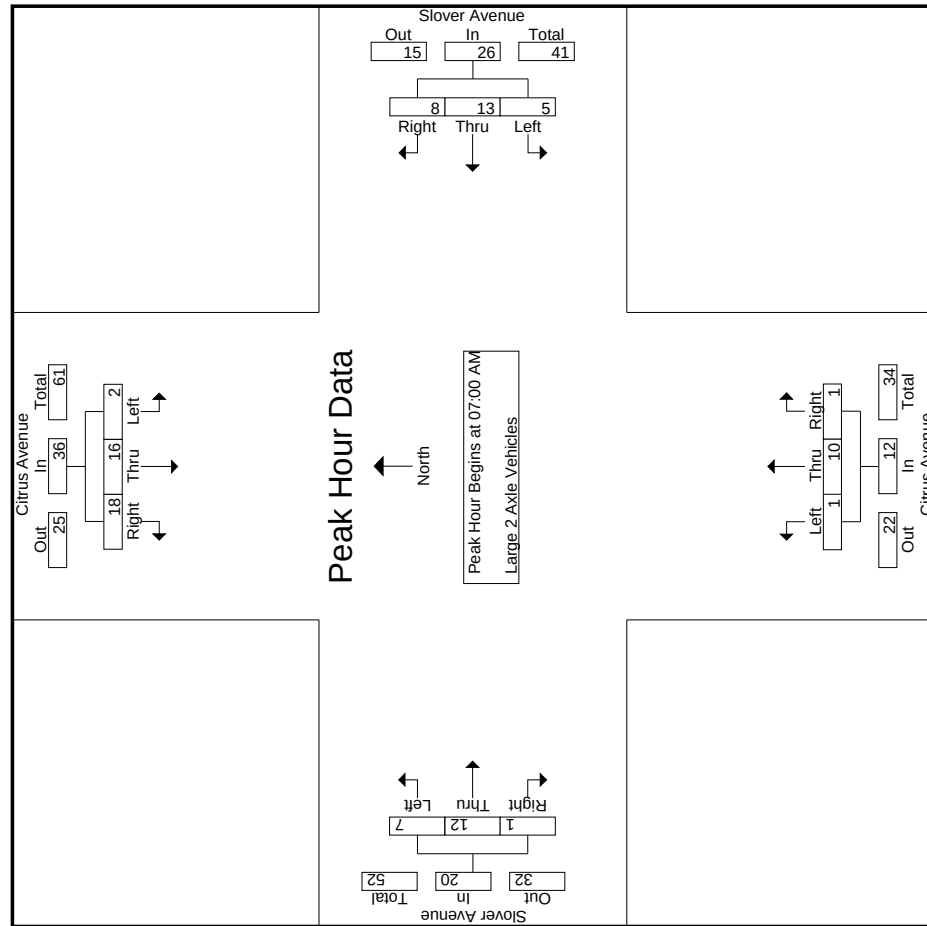
	Citrus Avenue Southbound					Slover Avenue Westbound					Citrus Avenue Northbound					Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:00 AM																				
07:00 AM	1	5	6	12		1	4	5	10		0	5	0	5		0	2	0	2	
07:15 AM	0	4	3	7		0	1	2	3		1	2	0	3		1	3	1	5	
07:30 AM	1	2	3	6		3	3	1	7		0	0	0	0		3	4	0	7	
07:45 AM	0	5	6	11		1	5	0	6		0	3	1	4		3	3	0	6	
Total Volume	2	16	18	36		5	13	8	26		1	10	1	12		7	12	1	20	
% App. Total	5.6	44.4	50			19.2	50	30.8			8.3	83.3	8.3			35	60	5		
PHF	500	800	750	750		417	650	400	650		250	500	250	600		583	750	250	714	
																				810

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

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

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



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(951) 268-6268

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

File Name : 06 FON Citrus_Slover AM
Site Code : 05119181
Start Date : 3/14/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

Citrus Avenue Southbound				Slover Avenue Westbound				Citrus Avenue Northbound				Slover Avenue Eastbound			
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
07:00 AM	0	0	3	0	3	0	4	0	0	4	0	0	0	0	0
07:15 AM	1	1	3	0	5	0	1	0	0	1	0	1	0	0	2
07:30 AM	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2
07:45 AM	0	2	2	1	4	0	1	0	0	1	0	2	0	0	4
Total	1	3	9	1	13	0	7	0	0	7	0	7	3	0	10
08:00 AM	0	0	1	0	1	1	1	1	0	3	2	0	0	0	2
08:15 AM	0	0	6	0	6	0	0	1	0	1	0	2	0	0	2
08:30 AM	1	0	6	0	7	0	1	0	0	1	0	8	2	0	10
08:45 AM	0	1	1	0	2	0	2	1	0	3	1	3	2	0	5
Total	1	1	14	0	16	1	4	3	0	8	3	2	4	0	25
Grand Total	2	4	23	1	29	1	11	3	0	15	3	2	7	0	35
Approch %	6.9	13.8	79.3			6.7	73.3	20			60	40	20	0	
Total %	2.4	4.8	27.4		34.5	1.2	13.1	3.6		17.9	3.6	2.4	8.3	0	41.7
											33.3	8.3			1.2
															98.8

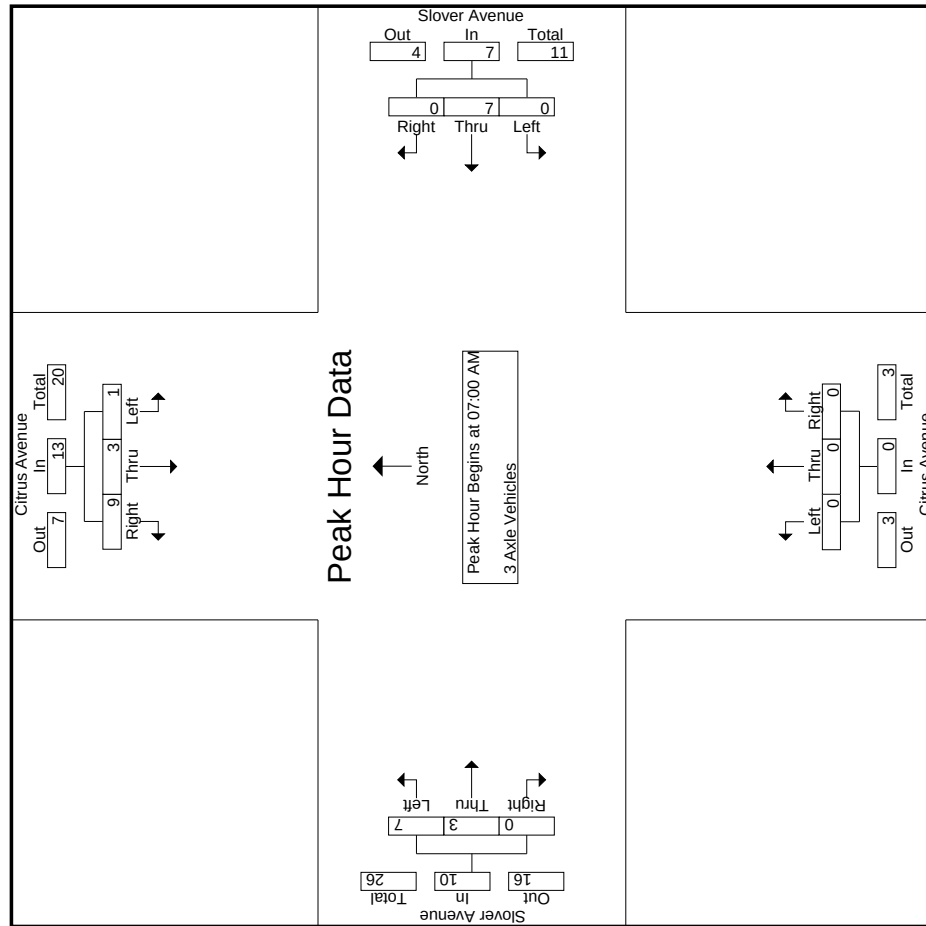
Citrus Avenue Southbound				Slover Avenue Westbound				Citrus Avenue Northbound				Slover Avenue Eastbound			
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
07:00 AM	0	0	3	0	3	0	4	0	0	4	0	0	0	0	0
07:15 AM	1	1	3	0	5	0	1	0	0	1	0	1	0	0	2
07:30 AM	0	0	1	0	1	0	1	0	0	1	0	2	0	0	4
07:45 AM	0	2	2	1	4	0	1	0	0	1	0	2	0	0	2
Total Volume	1	3	9		13	0	7	0	0	7	0	7	3	0	10
% App. Total	7.7	23.1	69.2			0	100	0	0	0	70	30	0	0	
PHF	.250	.375	.750		.650	.000	.438	.000	.000	.000	.875	.375	.000		.625
															.833

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

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



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

File Name : 06 FON Citrus_Slover AM
Site Code : 05119181
Start Date : 3/14/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

Citrus Avenue Southbound				Slover Avenue Westbound				Citrus Avenue Northbound				Slover Avenue Eastbound			
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
07:00 AM	1	7	7	1	15	0	1	1	1	2	0	2	0	0	2
07:15 AM	0	2	10	3	12	0	4	2	0	6	1	4	0	0	5
07:30 AM	2	3	2	1	7	0	1	2	1	3	0	7	0	0	7
07:45 AM	0	4	12	0	16	1	1	0	0	2	0	3	1	0	4
Total	3	16	31	5	50	1	7	5	2	13	1	16	1	0	18
08:00 AM	0	1	10	0	11	0	3	1	0	4	0	3	0	0	3
08:15 AM	1	2	6	0	9	0	2	1	0	3	0	1	0	0	1
08:30 AM	0	3	5	1	8	0	1	1	0	2	0	5	0	0	5
08:45 AM	0	3	8	0	11	1	4	1	0	6	1	5	1	0	7
Total	1	9	29	1	39	1	10	4	0	15	1	14	1	0	16
Grand Total	4	25	60	6	89	2	17	9	2	28	2	30	2	0	34
Approch %	4.5	28.1	67.4			7.1	60.7	32.1			5.9	88.2	5.9		
Total %	1.9	11.6	27.8		41.2	0.9	7.9	4.2		13	0.9	13.9	0.9		15.7

3.6

8

216

224

30.1

4.2

13.8

9

65

0

0

0

3.6

96.4

Citrus Avenue Southbound				Slover Avenue Westbound				Citrus Avenue Northbound				Slover Avenue Eastbound			
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
07:00 AM	1	7	7	1	15	0	1	1	1	2	0	2	0	0	2
07:15 AM	0	2	10	3	12	0	4	2	0	6	1	4	0	0	5
07:30 AM	2	3	2	1	7	0	1	2	1	3	0	7	0	0	7
07:45 AM	0	4	12	0	16	1	1	0	0	2	0	3	1	0	4
Total	3	16	31	5	50	1	7	5	2	13	1	16	1	0	18
08:00 AM	0	1	10	0	11	0	3	1	0	4	0	3	0	0	3
08:15 AM	1	2	6	0	9	0	2	1	0	3	0	1	0	0	1
08:30 AM	0	3	5	1	8	0	1	1	0	2	0	5	0	0	5
08:45 AM	0	3	8	0	11	1	4	1	0	6	1	5	1	0	7
Total	1	9	29	1	39	1	10	4	0	15	1	14	1	0	16
Grand Total	4	25	60	6	89	2	17	9	2	28	2	30	2	0	34
Approch %	4.5	28.1	67.4			7.1	60.7	32.1			5.9	88.2	5.9		
Total %	1.9	11.6	27.8		41.2	0.9	7.9	4.2		13	0.9	13.9	0.9		15.7

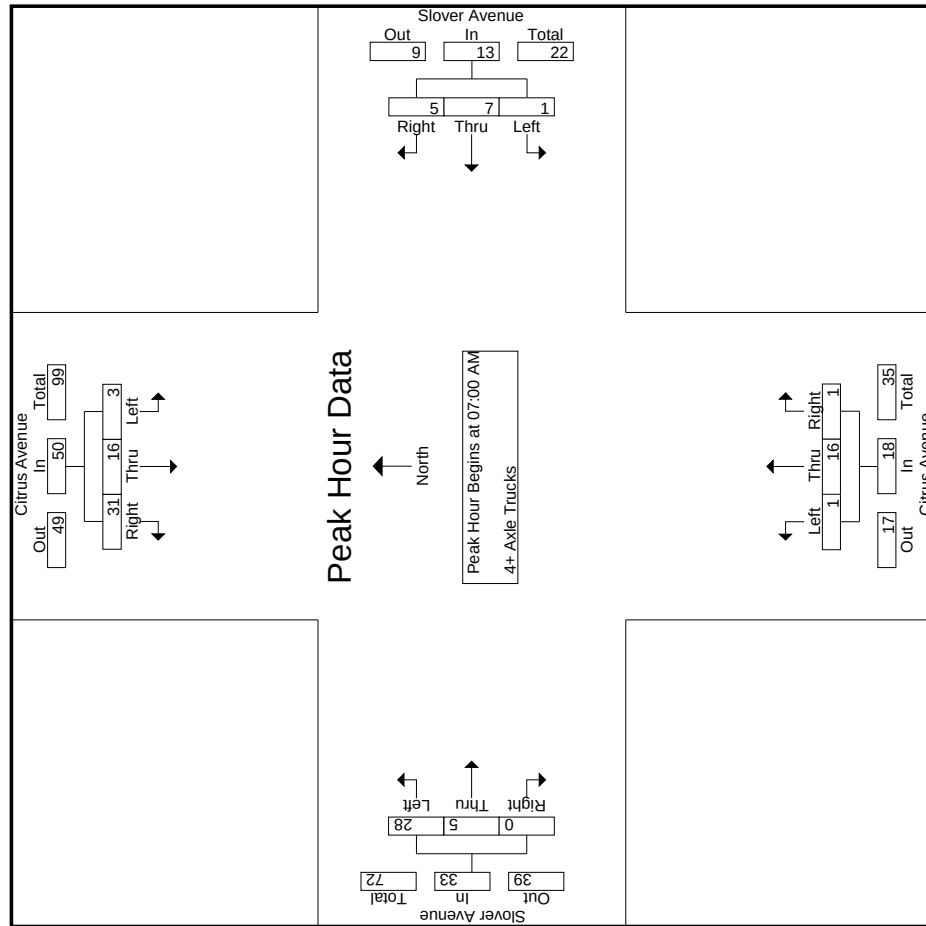
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

Citrus Avenue Southbound				Slover Avenue Westbound				Citrus Avenue Northbound				Slover Avenue Eastbound			
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
07:00 AM	1	7	7	1	15	0	1	1	1	2	0	2	0	0	2
07:15 AM	0	2	10	3	12	0	4	2	0	6	1	4	0	0	5
07:30 AM	2	3	2	1	7	0	1	2	1	3	0	7	0	0	7
07:45 AM	0	4	12	0	16	1	1	0	0	2	0	3	1	0	4
Total Volume	3	16	31	5	50	1	7	5	2	13	1	16	1	0	18
% App. Total	6	32	62			7.7	53.8	38.5			5.6	88.9	5.6		
PHF	.375	.571	.646		.781	.250	.438	.625		.542	.250	.571	.250		.643
															.688
															.950

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



Counts Unlimited
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File Name : 06_FON_Citrus_Slover PM
Site Code : 05119181
Start Date : 3/14/2019
Page No : 1

City of Fontana
N/S: Citrus Avenue
EW: Slover Avenue
Weather: Clear

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

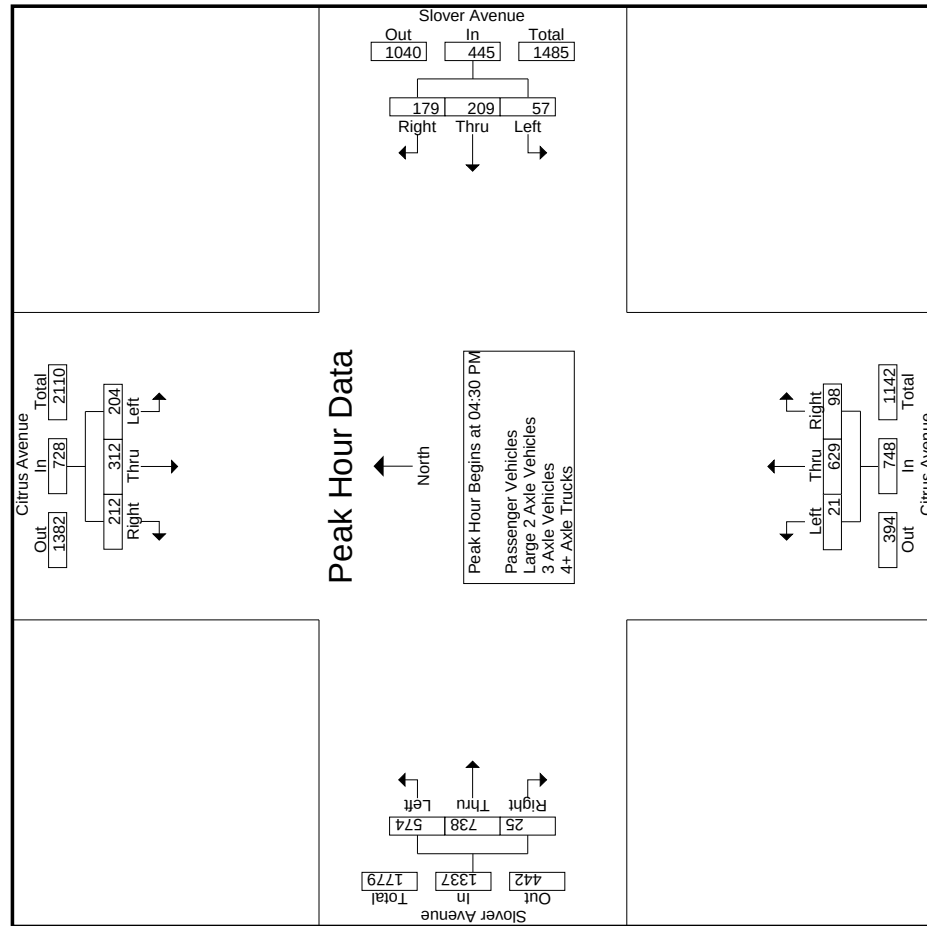
Start Time	Citrus Avenue Southbound						Slover Avenue Westbound						Citrus Avenue Northbound						Slover Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
04:00 PM	50	77	49	10	176		12	54	30	6	96		7	160	31	12	198		150	200	7	0	357	28
04:15 PM	58	74	49	22	181		13	51	36	11	100		1	141	16	8	158		125	170	4	0	299	41
04:30 PM	52	61	70	28	183		15	49	45	16	109		4	145	30	20	179		156	183	6	0	345	64
04:45 PM	45	72	53	22	170		10	54	51	8	115		8	186	25	16	219		114	174	5	0	293	46
Total	205	284	221	82	710		50	208	162	41	420		20	632	102	56	754		545	727	22	0	1294	179
05:00 PM	56	97	44	17	197		15	50	45	9	110		7	167	28	14	202		157	178	7	0	342	40
05:15 PM	51	82	45	20	178		17	56	38	9	111		2	131	15	11	148		147	203	7	0	357	40
05:30 PM	56	80	39	10	175		23	44	42	3	109		3	161	20	10	184		125	163	5	0	293	23
05:45 PM	46	77	36	11	159		22	57	44	16	123		6	126	23	10	155		93	116	9	1	218	38
Total	209	336	164	58	709		77	207	169	37	453		18	585	86	45	689		522	660	28	1	1210	141
Grand Total	414	620	385	140	1419		127	415	331	78	873		38	1217	188	101	1443		1067	1387	50	1	2504	320
Approch %	29.2	43.7	27.1				14.5	47.5	37.9				2.6	84.3	13				42.6	55.4	2			
Total %	6.6	9.9	6.2		22.7		2	6.7	5.3		14		0.6	19.5	3		23.1		17.1	22.2	0.8		40.1	4.9
Passenger Vehicles	387	592	314		1420		122	356	317		872		33	1168	179		1478		997	1271	47		2316	0
% Passenger Vehicles	93.5	95.5	81.6	90.7	91.1		96.1	85.8	95.8	98.7	91.7		86.8	96	95.2	97	95.7		93.4	91.6	94	100	92.5	0
Large 2 Axle Vehicles	13	11	28		58		2	24	7		34		2	18	4		25		25	43	3		71	0
% Large 2 Axle Vehicles	3.1	1.8	7.3	4.3	3.7		1.6	5.8	2.1	1.3	3.6		5.3	1.5	2.1	1	1.6		2.3	3.1	6	0	2.8	0
3 Axle Vehicles	5	3	11		21		1	13	2		16		0	9	1		11		14	29	0		43	0
% 3 Axle Vehicles	1.2	0.5	2.9	1.4	1.3		0.8	3.1	0.6	0	1.7		0	0.7	0.5	1	0.7		1.3	2.1	0	0	1.7	0
4+ Axle Trucks	9	14	32		60		2	22	5	0	29		3	22	4		30		31	44	0		75	0
% 4+ Axle Trucks	2.2	2.3	8.3	3.6	3.8		1.6	5.3	1.5	0	3		7.9	1.8	2.1	1	1.9		2.9	3.2	0	0	3	0

Start Time	Citrus Avenue Southbound						Slover Avenue Westbound						Citrus Avenue Northbound						Slover Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
04:30 PM	52	61			183		15	49	45		45		4	145	30		25		179	183	6		345	816
04:45 PM	45	72			170		10	54	51		51		8	186	25		25		219	174	5		293	797
05:00 PM	56	97			197		15	50	45		45		7	167	28		28		202	178	7		342	851
05:15 PM	51	82			178		17	56	38		111		2	131	15		15		148	203	7		357	794
Total Volume	204	312			728		57	209	179		445		21	629	98		98		748	738	25		1337	3258
% App. Total	28	42.9			29.1		12.8	47	40.2		40.2		2.8	84.1	13.1		13.1		42.9	55.2	1.9		.936	.957
PHF	.911	.804			.757		.838	.933	.877		.967		.656	.845	.817		.817		.854	.909	.893		.936	.957

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

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



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

File Name : 06 FON Citrus_Slover PM
Site Code : 05119181
Start Date : 3/14/2019
Page No : 1

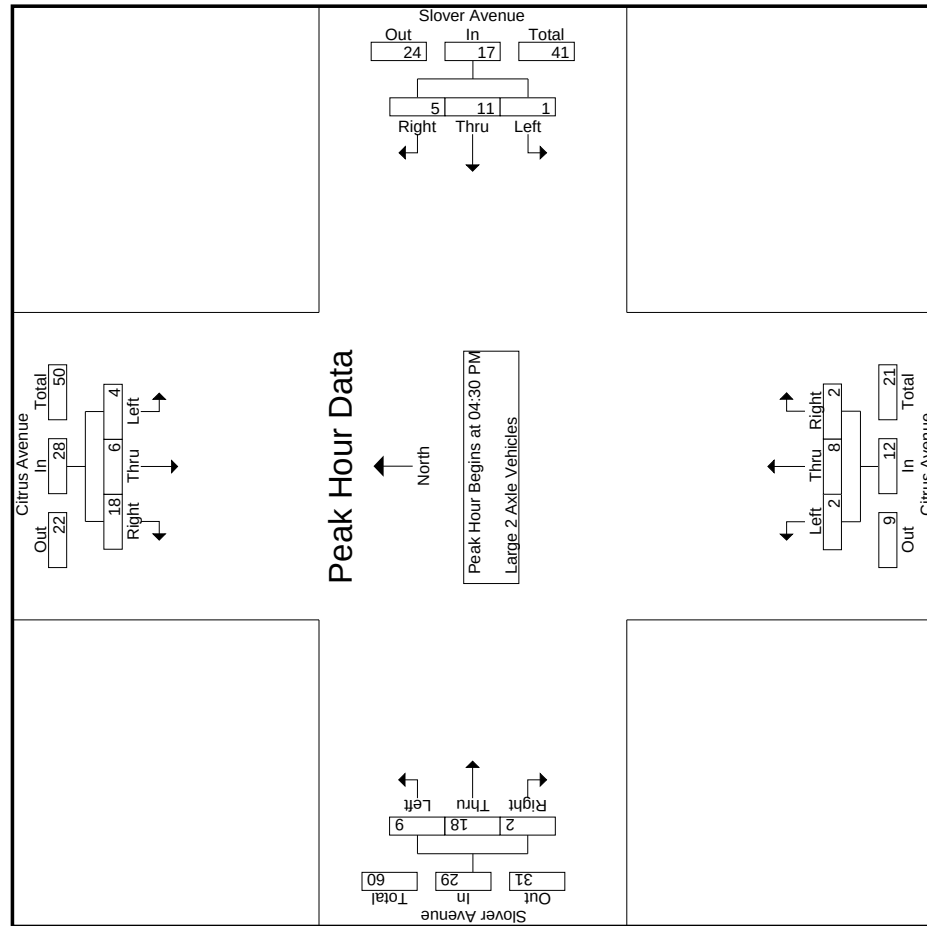
Groups Printed- Large 2 Axle Vehicles

		Citrus Avenue Southbound										Slover Avenue Westbound										Citrus Avenue Northbound										Slover Avenue Eastbound									
		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total					
Start Time		2	1	4	1	7				5		0	2	1	0				3			6	10	1	0			17		1	32	33									
04:00 PM																																									
04:15 PM		3	1	5	1	9				3		0	6	1	1				7			6	9	0	0			15		2	34	36									
04:30 PM		2	2	4	0	8				1		7	1	3	0	0			4			2	4	0	0			6		1	25	26									
04:45 PM		1	2	6	1	9				4		0	2	0	0				2			0	6	1	0			7		1	22	23									
Total		8	6	19	3	33				19		1	13	2	1				16			14	29	2	0			45		5	113	118									
05:00 PM		0	2	7	2	9				3		1	2	2	0				5			4	6	1	0			11		2	28	30									
05:15 PM		1	0	1	1	2				3		0	1	0	0				1			3	2	0	0			5		1	11	12									
05:30 PM		1	1	1	0	3				4		0	0	0	0				0			3	3	0	0			6		0	13	13									
05:45 PM		3	2	0	0	5				4		0	2	0	0				2			1	3	0	0			4		0	15	15									
Total		5	5	9	3	19				14		1	5	2	0				8			11	14	1	0			26		3	67	70									
Grand Total		13	11	28	6	52				33		2	18	4	1				24			25	43	3	0			71		8	180	188									
Approch %		25	21.2	53.8								8.3	75	16.7								35.2	60.6	4.2																	
Total %		7.2	6.1	15.6		28.9				18.3		1.1	10	2.2					13.3			13.9	23.9	1.7			39.4		4.3	95.7											

		Citrus Avenue Southbound					Slover Avenue Westbound					Citrus Avenue Northbound					Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total				
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	2	2	4	8	0	5	2	7	1	3	0	4	2	4	0	6	25				
04:45 PM	1	2	6	9	0	3	1	4	0	2	0	2	0	6	1	7	22				
05:00 PM	0	2	7	9	1	1	1	3	1	2	2	5	4	6	1	11	28				
05:15 PM	1	0	1	2	0	2	1	3	0	1	0	1	3	2	0	5	11				
Total Volume	4	6	18	28	1	11	5	17	2	8	2	12	9	18	2	29	86				
% App. Total	14.3	21.4	64.3		5.9	64.7	29.4		16.7	66.7	16.7		31	62.1	6.9						
PHF	500	750	643	778	250	550	625	607	500	667	250	600	563	750	500	659	768				

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



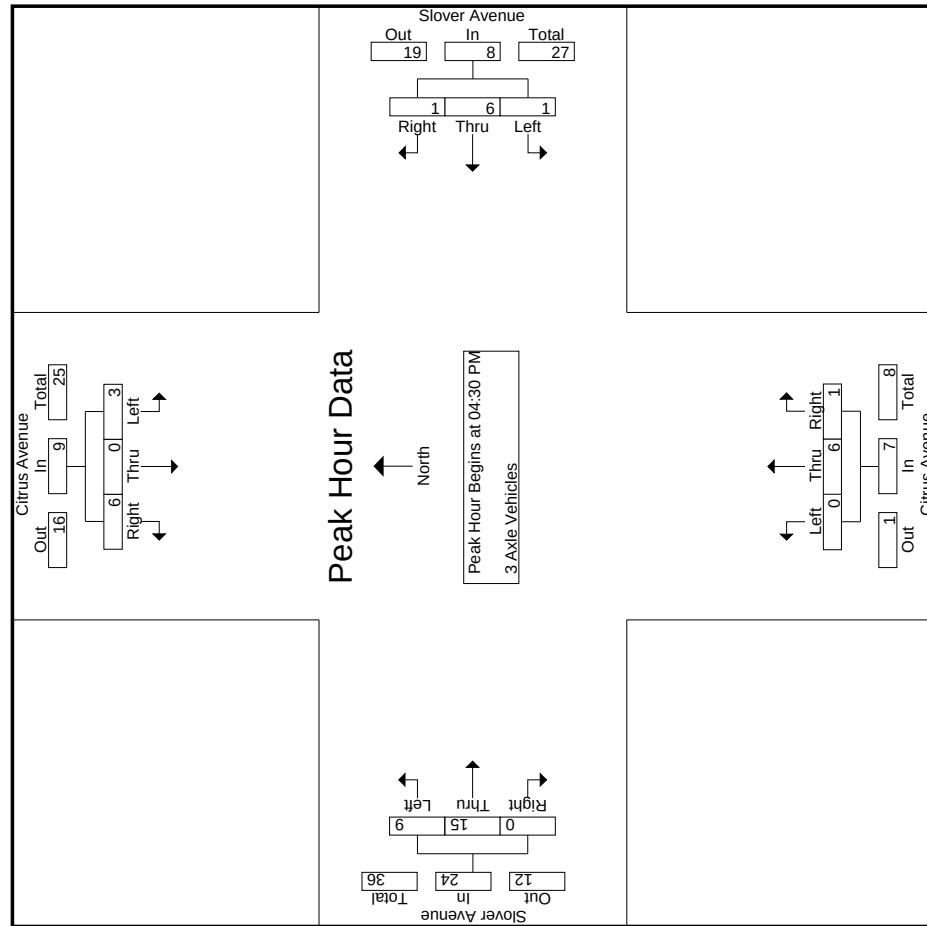
City of Fontana
N/S: Citrus Avenue
E/W: Slover Avenue
Weather: Clear

		Citrus Avenue Southbound						Slover Avenue Westbound						Citrus Avenue Northbound						Slover Avenue Eastbound						Groups Limited - 37 Ave. Vehicles		
Start Time		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
		0	2	0	0	2		0	2	0	0	2		0	2	0	0	0		0	0	2	0	3				4
04:00 PM		0	2	0	0	2		0	2	0	0	2		0	2	0	0	2		3	4	0	0	7		13		
04:15 PM		0	1	2	0	3		0	1	0	0	1		0	0	0	0	0		0	5	0	0	5		9		
04:30 PM		2	0	2	1	4		0	2	1	0	1		0	3	0	0	3		2	1	0	0	3		11		
04:45 PM		0	0	0	0	0		1	2	1	0	4		0	1	0	0	1		0	7	0	0	7		12		
Total		2	3	4	1	9		1	6	1	0	8		0	6	0	0	6		5	17	0	0	22		1	45	46
05:00 PM		1	0	3	1	4		0	1	0	0	1		0	1	0	0	1		3	3	0	0	6		1	12	13
05:15 PM		0	0	1	0	1		0	2	0	0	2		0	1	1	1	2		4	4	0	0	8		1	13	14
05:30 PM		2	0	2	0	4		0	2	0	0	2		0	1	0	0	1		1	1	0	0	2		0	9	9
05:45 PM		0	0	1	0	1		1	0	2	1	0	3		0	0	0	0		1	4	0	0	5		0	9	9
Total		3	0	7	1	10		0	7	1	0	8		0	3	1	1	4		9	12	0	0	21		2	43	45
Grand Total		5	3	11	2	19		1	13	2	0	16		0	9	1	1	10		14	29	0	0	43		3	88	91
Approach %		26.3	15.8	57.9				6.2	81.2	12.5				0	90	10				32.6	67.4	0						
Total %		5.7	3.4	12.5		21.6		1.1	14.8	2.3		18.2		0	10.2	1.1		11.4		15.9	33	0		48.9		3.3	96.7	

	Citrus Avenue				Slover Avenue				Citrus Avenue				Slover Avenue			
	Southbound				Westbound				Northbound				Eastbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:30 PM																
04:30 PM	2	0	2	4	0	1	0	1	3	0	0	3	2	1	0	3
04:45 PM	0	0	0	0	1	2	1	4	1	0	0	1	0	7	0	7
05:00 PM	1	0	3	4	0	1	0	1	1	0	0	1	3	3	0	6
05:15 PM	0	0	1	1	0	2	0	2	1	1	1	2	4	4	0	8
Total Volume	3	0	6	9	1	6	1	8	6	9	15	0	9	15	0	24
% App. Total	33.3	0	66.7		12.5	75	12.5		85.7	37.5	62.5	0	37.5	62.5	0	
PHE	375	000	500	563	250	750	250	500	500	563	000	000	563	536	000	750
																923

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

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



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

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

File Name : 06 FON Citrus_Slover PM
Site Code : 05119181
Start Date : 3/14/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

Citrus Avenue Southbound				Slover Avenue Westbound				Citrus Avenue Northbound				Slover Avenue Eastbound			
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
04:00 PM	3	4	4	0	11	0	4	0	0	4	0	3	3	1	6
04:15 PM	0	1	2	1	3	0	0	0	0	0	2	5	7	0	12
04:30 PM	1	0	7	1	8	1	4	1	0	6	1	2	4	0	6
04:45 PM	2	0	3	0	5	1	3	0	0	4	2	7	0	0	9
Total	6	5	16	2	27	2	11	1	0	14	1	9	3	1	13
05:00 PM	1	5	2	0	8	0	4	2	0	6	2	3	0	0	5
05:15 PM	0	1	5	2	6	0	1	1	0	2	0	3	8	0	16
05:30 PM	2	0	4	0	6	0	2	1	0	3	3	3	0	0	6
05:45 PM	0	3	5	1	8	0	4	0	0	4	1	3	0	0	4
Total	3	9	16	3	28	0	11	4	0	15	2	13	1	0	16
Grand Total	9	14	32	5	55	2	22	5	0	29	3	22	4	1	29
Approch %	16.4	25.5	58.2		29.3	6.9	75.9	17.2		15.4	10.3	75.9	13.8		15.4
Total %	4.8	7.4	17			1.1	11.7	2.7			1.6	11.7	2.1		

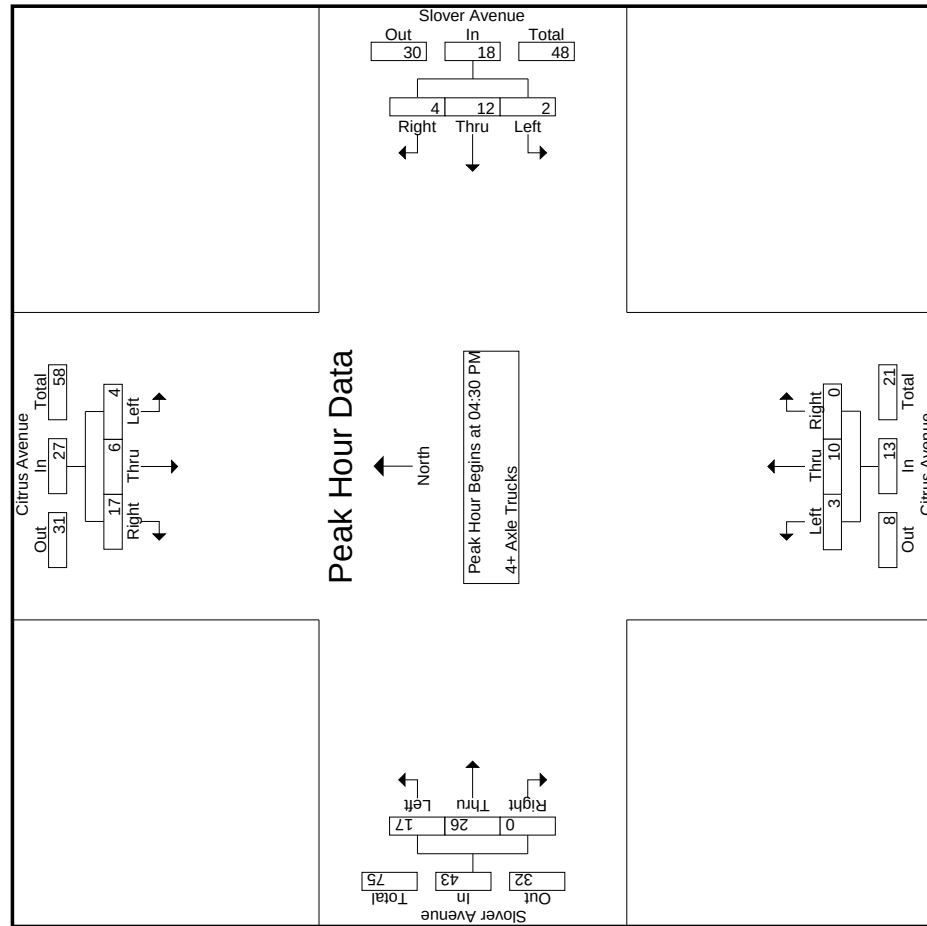
Citrus Avenue Southbound				Slover Avenue Westbound				Citrus Avenue Northbound				Slover Avenue Eastbound			
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
04:30 PM	1	0	0	7	8	1	4	1	6	1	2	2	4	0	6
04:45 PM	2	0	3	5	5	1	3	0	4	0	2	2	7	0	9
05:00 PM	1	5	2	8	8	0	4	2	6	3	5	7	0	12	31
05:15 PM	0	1	5	1	6	0	1	1	2	0	2	8	0	0	16
Total Volume	4	6	17	27	27	2	12	4	18	3	10	17	26	0	43
% App. Total	14.8	22.2	63		63	11.1	66.7	22.2		23.1	76.9	39.5	60.5	0	
PHF	.500	.300	.607	.844		.500	.750	.500	.750	.375	.833	.531	.813	.000	.672
															.815

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

Counts Unlimited
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 (951) 268-6268

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



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



Date: 3/14/2019
 Day: Thursday

PEDESTRIANS

	North Leg Citrus Avenue	East Leg Slover Avenue	South Leg Citrus Avenue	West Leg Slover Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	4	6	3	0	13
7:15 AM	0	2	0	0	2
7:30 AM	2	0	0	0	2
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	6	8	3	0	17

	North Leg Citrus Avenue	East Leg Slover Avenue	South Leg Citrus Avenue	West Leg Slover Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	3	0	0	3
4:15 PM	2	0	0	0	2
4:30 PM	0	0	1	0	1
4:45 PM	1	0	1	0	2
5:00 PM	0	4	0	0	4
5:15 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	2	1	0	0	3
TOTAL VOLUMES:	5	9	2	0	16

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



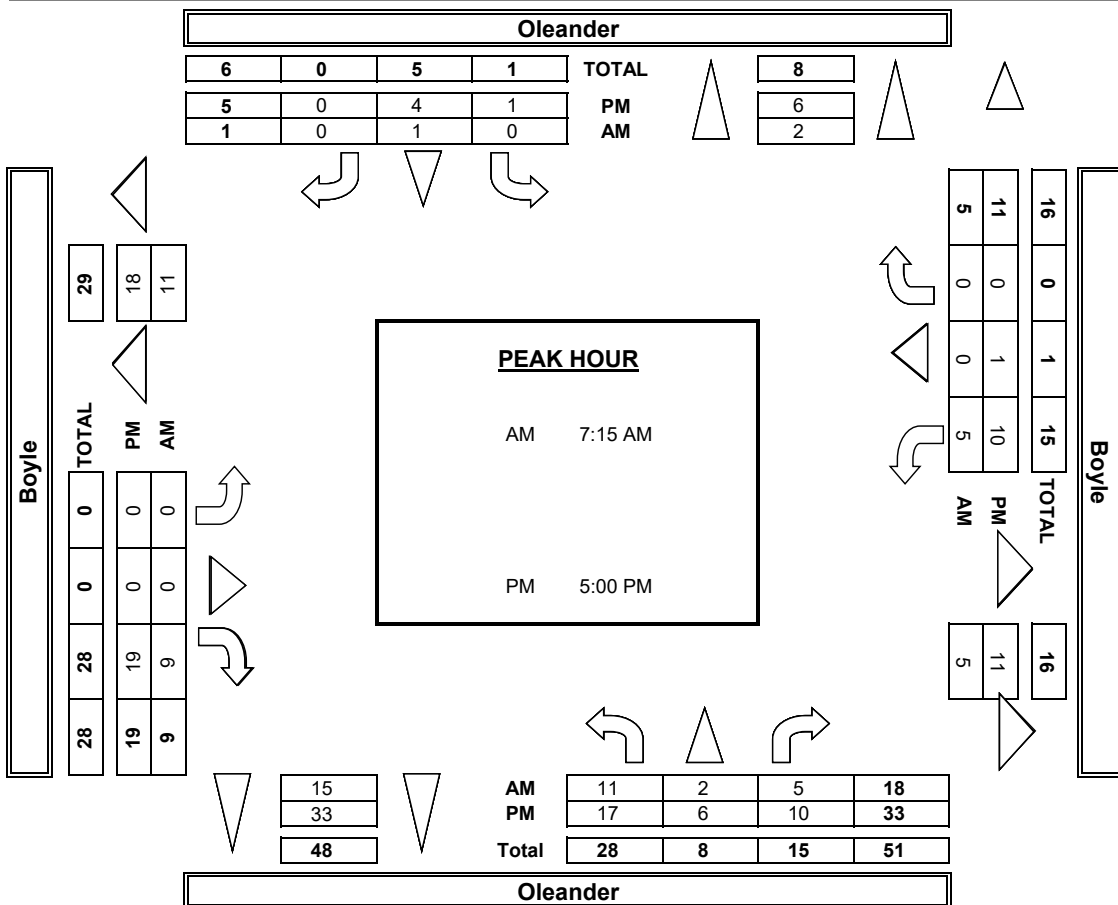
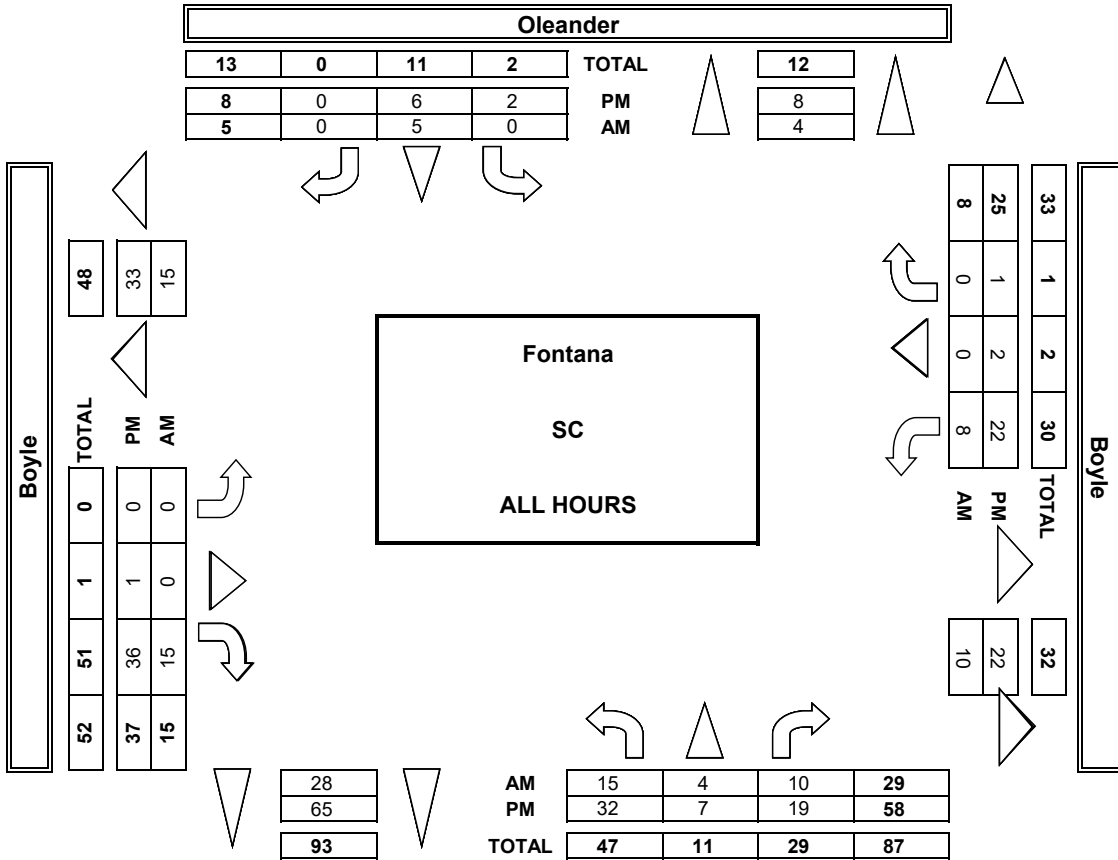
Date: 3/14/2019
 Day: Thursday

BICYCLES

		Southbound Citrus Avenue			Westbound Slover Avenue			Northbound Citrus Avenue			Eastbound Slover Avenue			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	7:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	2
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		1	2	0	0	1	0	0	1	0	0	0	0	5

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

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/13/21 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Fontana Oleander Boyle	PROJECT #: LOCATION #: CONTROL:	SC 2 STOP E/W
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:		AM PM MD OTHER	▲ ◀ W ▼ N E ▶ S

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Oleander			Oleander			Boyle			Boyle			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

AM	7:00 AM	2	0	0	0	0	0	0	0	0	0	0	2
	7:15 AM	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
	7:45 AM	0	0	1	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	1	0	0	1
	8:15 AM	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
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	0	1	0	0	0	0	1	1	0	0	5
	APPROACH %	67%	0%	33%	0%	0%	0%	0%	100%	100%	0%	0%	
PM	APP/DEPART	3	/	0	0	/	2	1	/	1	1	/	0
	BEGIN PEAK HR	7:15 AM											
	VOLUMES	0	0	1	0	0	0	0	0	1	0	0	3
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.250											
	APP/DEPART	1	/	0	0	/	2	1	/	1	1	/	0
	04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1
	4:15 PM	0	0	1	0	0	0	0	0	2	0	0	3
	4:30 PM	2	0	0	1	0	0	0	1	2	1	1	9
	4:45 PM	0	0	1	0	0	0	0	0	0	0	0	1
	5:00 PM	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
	5:30 PM	1	0	1	0	0	0	0	0	0	1	0	3
	5:45 PM	1	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	4	0	3	1	0	0	0	1	5	2	1	18
	APPROACH %	57%	0%	43%	100%	0%	0%	0%	50%	63%	25%	13%	
	APP/DEPART	7	/	1	1	/	6	2	/	5	8	/	6
	BEGIN PEAK HR	5:00 PM											
	VOLUMES	2	0	1	0	0	0	0	0	0	1	0	4
	APPROACH %	67%	0%	33%	0%	0%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.375											
	APP/DEPART	3	/	0	0	/	0	0	/	1	1	/	3

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

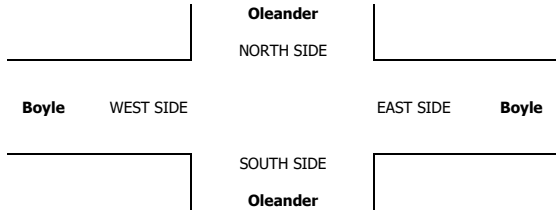
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0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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0	0	0	0	0
0	0	0	0	0
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/13/21 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Fontana Oleander Boyle	PROJECT #: LOCATION #: CONTROL:	SC 2 STOP E/W
CLASS 3: 3-AXLE TRUCKS	NOTES:		AM PM MD OTHER	▲ ◀ W S ▶ E

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Oleander			Oleander			Boyle			Boyle			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	1	1	0	0	2
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%	
APP/DEPART	0	/	0	0	/	2	1	/	0	1	/	0	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	0	0	0	0	0	0	0	1	1	0	0	2
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.250			0.500
APP/DEPART	0	/	0	0	/	2	1	/	0	1	/	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	3	0	0	0	3
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	3	3	/	0	0	/	0	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	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
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS				
NB	SB	EB	WB	TTL
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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

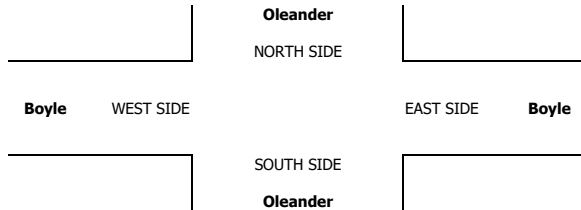
RTOR			
NRR	SRR	ERR	WRR
X	X	X	X
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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0	0	0	0	0
0	0	0	0	0

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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/13/21 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Fontana Oleander Boyle	PROJECT #: LOCATION #: CONTROL:	SC 2 STOP E/W
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ ◀ W S ▼ N E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Oleander			Oleander			Boyle			Boyle			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
VOLUMES	0	1	1	0	0	0	0	0	0	0	0	0	2
APPROACH %	0%	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	2	/	1	0	/	0	0	/	1	0	/	0	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	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
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	1	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	1	1	/	0	0	/	0	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	0	0	0	0	0	0	0	0	1	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250
APP/DEPART	0	/	0	0	/	1	1	/	0	0	/	0	0

U-TURNS					
NB	SB	EB	WB	TTL	
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	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	0	0

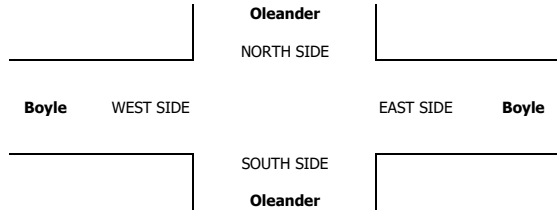
RTOR			
NRR	SRR	ERR	WRR
X	X	X	X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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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	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	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
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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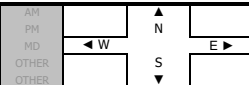


PROJECT #: SC1715
LOCATION #: 14
CONTROL: SIGNAL

LOCATION: Fontana
NORTH & SOUTH: Oleander
EAST & WEST: Slover

DATE:
Tue, May 8, 18

NOTES

☒ Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Oleander			Oleander			Slover			Slover			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

RTOR			
NRR 0	SRR 0	ERR 0	WRR 0

AM	7:00 AM	35	1	101	0	33	4	2	51	59	110	129	32	557
	7:15 AM	30	2	121	2	66	8	6	59	82	114	167	72	729
	7:30 AM	16	0	70	6	6	6	2	67	28	36	152	5	394
	7:45 AM	9	0	12	2	2	7	1	70	33	19	150	8	313
	8:00 AM	7	0	7	8	0	7	2	64	18	17	76	2	208
	8:15 AM	12	0	12	3	1	5	3	48	20	17	79	3	203
	8:30 AM	1	1	16	2	2	4	4	48	18	20	80	2	198
	8:45 AM	4	2	9	2	0	4	5	79	15	12	45	6	183
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLTIMES	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
		114	6	348	25	110	45	25	486	273	345	878	130	2,285

[illegible]

44	0	22	7
52	1	14	22
35	2	6	1
3	6	4	3
5	3	2	0
3	5	3	2
9	2	2	0
5	2	2	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
156	21	55	35

134	9	46	33
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APPROACH %	24%	1%	74%	14%	61%	25%	3%	62%	35%	25%	65%	10%	2,793
APP/DEPART	468		161	180		728	784		859	1,353		1,037	0
BEGIN PEAK HR		7:00 AM											
VOLUMES	90	3	304	10	107	25	11	247	202	279	598	117	1,993
APPROACH %	23%		77%	7%	75%	18%	2%	54%	44%	28%	60%	12%	
PEAK HR FACTOR		0.649			0.467			0.782			0.704		0.683
APP/DEPART	397		131	142		588	460		561	994		713	0

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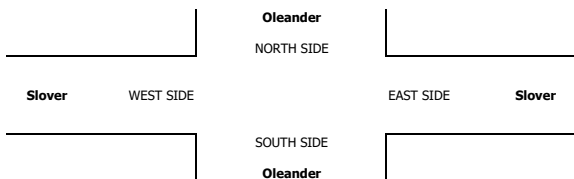
134	9	46	33
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[illegible]

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	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	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
8	4	1	0
5	1	5	1
5	0	3	0
3	6	5	0
4	0	4	1
8	2	7	0
11	1	9	1
5	0	3	1
49	14	37	4

20	8	19	1
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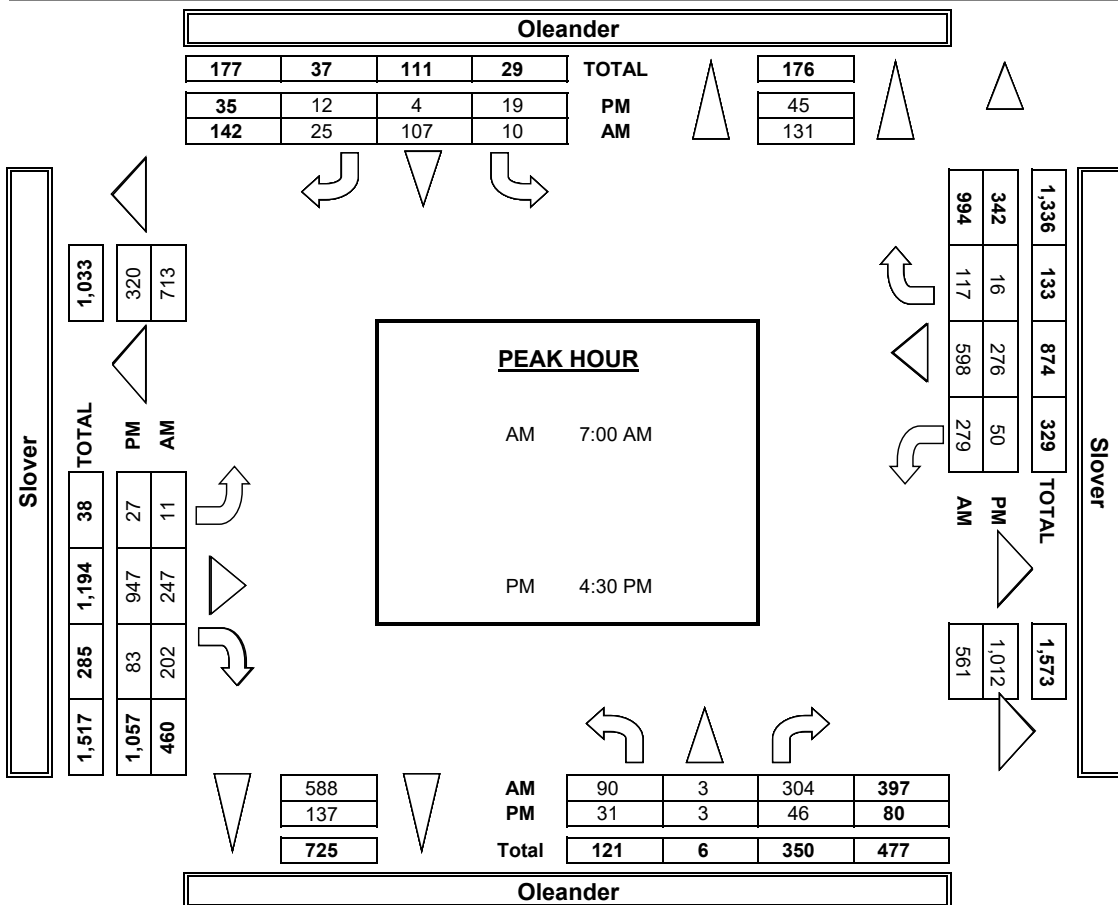
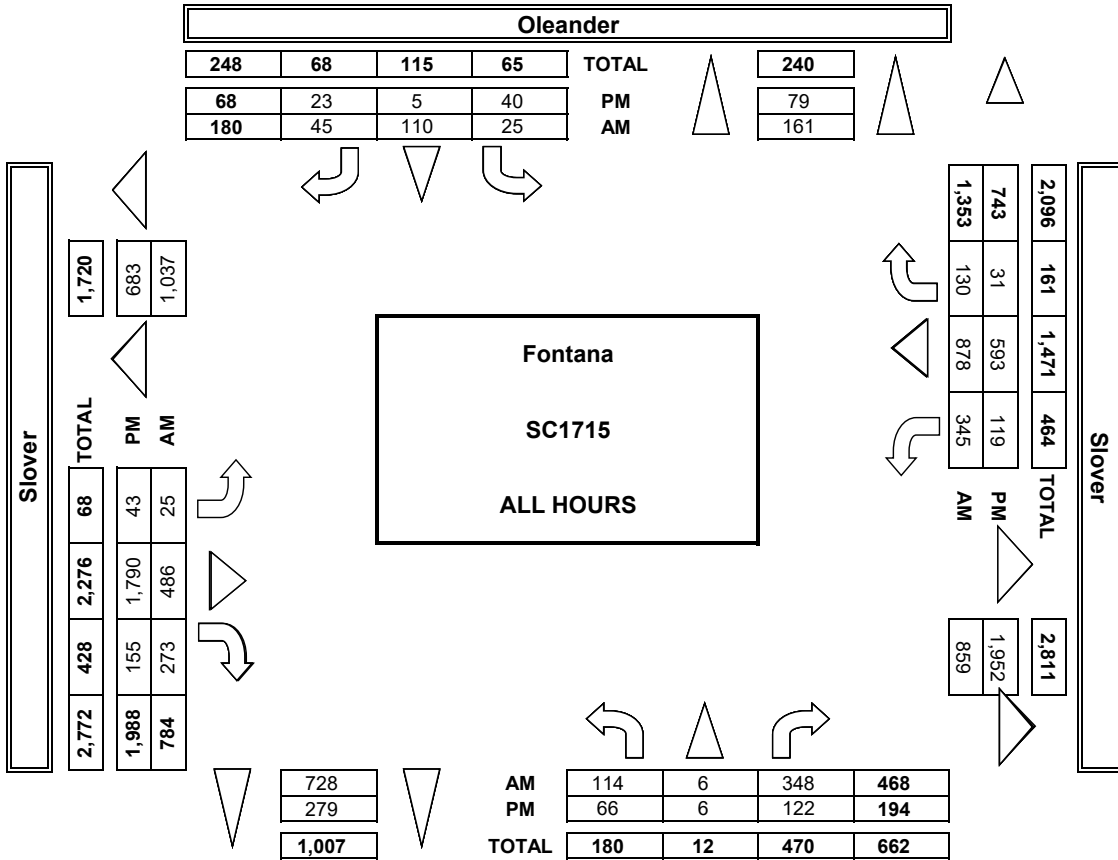
		AM	PM
		7:00 AM	
		7:15 AM	
		7:30 AM	
		7:45 AM	
		8:00 AM	
		8:15 AM	
		8:30 AM	
		8:45 AM	
		9:00 AM	
		9:15 AM	
		9:30 AM	
		9:45 AM	
		TOTAL	
			3:00 PM
			3:15 PM
			3:30 PM
			3:45 PM
			4:00 PM
			4:15 PM
			4:30 PM
			4:45 PM
			5:00 PM
			5:15 PM
			5:30 PM
			5:45 PM
		TOTAL	

ALL PED AND BIKE				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	20	4	6	30
0	16	5	5	26
0	0	2	0	2
0	0	0	0	0
2	1	2	0	5
0	1	1	0	2
0	2	1	1	4
2	0	0	0	2
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	40	15	12	71
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	0	0	0	0
0	0	1	1	2
0	0	0	0	0
0	0	1	0	1
2	1	0	0	3
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
3	1	2	1	7

PEDESTRIAN CROSSINGS				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	20	2	8	29
0	16	4	4	24
0	0	1	0	1
0	0	0	0	0
2	1	2	0	5
0	1	1	0	2
0	2	1	1	4
2	0	0	0	2
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	40	12	11	67
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	0	1	0	1
0	0	0	0	0
2	1	0	0	3
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
3	1	2	0	6

[illegible]

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/8/18 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Fontana Oleander Slover	PROJECT #: LOCATION #: CONTROL:	SC1715 14 SIGNAL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N S ▼	◀ W E ▶
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Oleander			Oleander			Slover			Slover			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

AM	7:00 AM	0	0	0	0	0	0	2	1	0	8	0	11
	7:15 AM	0	0	0	1	0	0	2	6	3	0	2	17
	7:30 AM	0	0	1	0	1	0	0	10	3	0	7	22
	7:45 AM	1	0	1	0	0	1	0	5	1	0	7	16
	8:00 AM	0	0	2	1	0	1	0	5	1	0	4	14
	8:15 AM	1	0	2	0	0	0	0	3	1	0	6	13
	8:30 AM	0	1	1	0	1	0	0	6	3	1	9	22
	8:45 AM	0	0	1	0	0	0	1	9	3	0	6	21
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	1	8	2	2	2	3	46	16	1	50	136
	APPROACH %	18%	9%	73%	33%	33%	33%	5%	71%	25%	2%	93%	6%
	APP/DEPART	11	/	7	6	/	19	65	/	56	54	/	54
PM	BEGIN PEAK HR	8:00 AM											
	VOLUMES	1	1	6	1	1	1	1	23	8	1	25	70
	APPROACH %	13%	13%	75%	33%	33%	33%	3%	72%	25%	4%	93%	4%
	PEAK HR FACTOR	0.667											
	APP/DEPART	8	/	3	3	/	10	32	/	30	27	/	27
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	0	0	0	11	0	0	3	15
	4:15 PM	0	0	0	0	0	0	0	14	0	0	3	17
	4:30 PM	1	0	2	1	0	0	0	10	0	0	4	18
	4:45 PM	0	0	0	0	0	0	0	14	2	0	1	17
	5:00 PM	0	0	0	0	0	0	1	11	0	0	5	18
	5:15 PM	0	0	1	0	0	1	2	8	3	0	3	18
	5:30 PM	0	0	0	0	0	0	0	7	1	2	1	11
	5:45 PM	2	0	1	0	0	0	1	6	1	0	1	12
	VOLUMES	3	0	4	2	0	1	4	81	7	2	21	126
	APPROACH %	43%	0%	57%	67%	0%	33%	4%	88%	8%	8%	88%	4%
	APP/DEPART	7	/	5	3	/	9	92	/	87	24	/	25
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	1	0	3	1	0	1	3	43	5	0	13	71
	APPROACH %	25%	0%	75%	50%	0%	50%	6%	84%	10%	0%	93%	7%
	PEAK HR FACTOR	0.333											
	APP/DEPART	4	/	4	2	/	5	51	/	47	14	/	15

U-TURNS				
NB	SB	EB	WB	TTL

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	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	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR

0	0	0	0
0	0	2	1
0	0	0	0
1	1	0	0
1	1	0	0
1	0	0	0
1	0	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	0
0	0	0	0
0	0	0	0

3	1	1	0
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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	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	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	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	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	0
0	0	0	0

0	1	1	0
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	Oleander	
	NORTH SIDE	
Slover	WEST SIDE	EAST SIDE
	SOUTH SIDE	
	Oleander	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/8/18 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Fontana Oleander Slover	PROJECT #: LOCATION #: CONTROL:	SC1715 14 SIGNAL
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM		▲	
		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Oleander			Oleander			Slover			Slover			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR 0	SRR 0	ERR 0	WRR 0

7:00 AM	0	0	0	0	0	0	0	1	1	0	1	0	3
7:15 AM	1	0	0	0	0	0	1	1	0	0	2	0	5
7:30 AM	0	0	0	0	0	0	0	2	1	0	1	0	4
7:45 AM	0	0	0	0	0	0	0	2	0	0	3	1	6
8:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	2	1	0	1	0	4
8:45 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
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	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	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	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	0	0	0

VOLUMES	2	0	0	0	0	0	1	13	3	0	8	1	28
APPROACH %	100%	0%	0%	0%	0%	0%	6%	76%	18%	0%	89%	11%	
APP/DEPART	2	/	2	0	/	3	17	/	13	9	/	10	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	1	0	0	0	0	0	1	6	2	0	7	1	18
APPROACH %	100%	0%	0%	0%	0%	0%	11%	67%	22%	0%	88%	13%	
PEAK HR FACTOR	0.250			0.000			0.750			0.500			0.750
APP/DEPART	1	/	2	0	/	2	9	/	6	8	/	8	0

0	0	0	0
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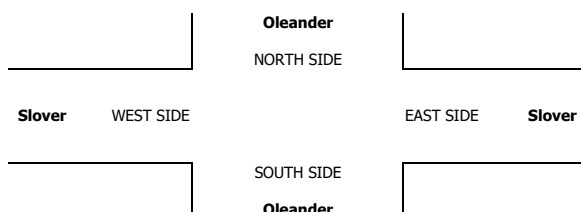
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	1	0	5	1	0	1	0	8
4:15 PM	0	0	0	0	0	0	0	5	1	1	2	0	9
4:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
4:45 PM	0	0	0	0	1	0	0	0	0	0	1	1	3
5:00 PM	0	0	0	0	0	0	2	2	0	0	1	0	5
5:15 PM	0	0	0	0	0	0	0	4	0	0	0	0	4
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	2
5:45 PM	0	0	0	1	0	0	0	5	0	0	1	0	7

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	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	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	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	0
0	0	0	0
0	0	0	0
0	0	0	0

VOLUMES	0	0	0	1	1	2	3	24	2	1	9	1	44
APPROACH %	0%	0%	0%	25%	25%	50%	10%	83%	7%	9%	82%	9%	
APP/DEPART	0	/	4	4	/	4	29	/	25	11	/	11	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	0	1	1	0	13	2	1	7	1	26
APPROACH %	0%	0%	0%	0%	50%	50%	0%	87%	13%	11%	78%	11%	
PEAK HR FACTOR	0.000			0.500			0.625			0.750			0.722
APP/DEPART	0	/	1	2	/	4	15	/	13	9	/	8	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/8/18 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Fontana Oleander Slover	PROJECT #: LOCATION #: CONTROL:	SC1715 14 SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	▶ E
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Oleander			Oleander			Slover			Slover			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL

AM	7:00 AM	0	0	0	0	0	0	3	0	0	1	0	4
	7:15 AM	1	0	0	0	0	1	0	0	0	3	0	6
	7:30 AM	0	0	0	1	0	2	0	1	2	0	1	7
	7:45 AM	1	0	0	0	0	2	0	2	0	3	0	8
	8:00 AM	0	0	0	2	0	1	0	3	2	0	4	12
	8:15 AM	0	0	0	0	0	1	0	4	1	0	1	7
	8:30 AM	0	0	0	0	0	0	0	1	1	0	5	7
	8:45 AM	0	0	0	0	0	0	2	3	0	0	4	9
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES		2	0	0	3	0	7	2	18	6	0	22	60
APPROACH %		100%	0%	0%	30%	0%	70%	8%	69%	23%	0%	100%	0%
APP/DEPART		2	/	2	10	/	6	26	/	21	22	/	31
BEGIN PEAK HR		8:00 AM											
VOLUMES		0	0	0	2	0	2	2	11	4	0	14	35
APPROACH %		0%	0%	0%	50%	0%	50%	12%	65%	24%	0%	100%	0%
PEAK HR FACTOR		0.000											
APP/DEPART		0	/	2	4	/	4	17	/	13	14	/	16
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	1	15	3	0	9	28
	4:15 PM	0	0	2	1	0	1	0	5	0	0	4	13
	4:30 PM	0	0	0	0	0	0	2	9	2	0	6	19
	4:45 PM	0	0	0	0	0	0	1	10	2	0	2	15
	5:00 PM	0	0	0	0	0	0	2	8	0	0	7	17
	5:15 PM	0	0	0	0	0	0	0	6	1	0	2	10
	5:30 PM	0	0	0	0	0	0	1	9	1	0	1	12
	5:45 PM	0	0	0	0	0	1	0	3	0	0	4	8
VOLUMES		0	0	2	1	0	2	7	65	9	0	35	122
APPROACH %		0%	0%	100%	33%	0%	67%	9%	80%	11%	0%	97%	3%
APP/DEPART		2	/	8	3	/	9	81	/	68	36	/	37
BEGIN PEAK HR		4:00 PM											
VOLUMES		0	0	2	1	0	1	4	39	7	0	21	75
APPROACH %		0%	0%	100%	50%	0%	50%	8%	78%	14%	0%	100%	0%
PEAK HR FACTOR		0.250											
APP/DEPART		2	/	4	2	/	7	50	/	42	21	/	22

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

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	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	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	0
0	0	0	0
0	0	1	0
0	0	0	0
0	1	0	0
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	0	0	0
0	0	0	0
0	0	0	0
0	3	1	0

0	2	0	0
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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	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	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	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	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	0
0	0	0	0

0	0	0	0
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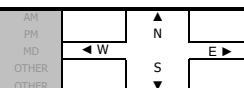
	Oleander	
	NORTH SIDE	
Slover	WEST SIDE	EAST SIDE
	SOUTH SIDE	
	Oleander	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Apr 13, 21LOCATION:
NORTH & SOUTH:
EAST & WEST:Fontana
Oleander
SloverPROJECT #:
LOCATION #:
CONTROL:SC 3
SIGNAL

NOTES:

☒ Add U-Turns to Left Turns

	NORTHBOUND Oleander			SOUTHBOUND Oleander			EASTBOUND Slover			WESTBOUND Slover			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
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	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0
5	0	0	0
3	1	0	0
5	1	1	1
4	2	4	0
5	1	0	0
0	2	0	0
2	4	0	0
2	3	1	0
26	14	6	1

AM	7:00 AM	6	0	9	0	0	1	2	30	17	7	52	1	125
	7:15 AM	5	0	4	3	0	1	2	26	9	10	69	0	129
	7:30 AM	5	0	6	3	0	4	2	47	7	5	91	1	171
	7:45 AM	2	1	5	1	0	2	2	48	16	6	119	4	206
	8:00 AM	4	0	5	2	1	1	2	52	5	7	65	5	149
	8:15 AM	1	2	0	1	1	2	0	45	9	4	61	3	129
	8:30 AM	3	1	3	1	0	4	4	57	5	4	65	2	149
	8:45 AM	3	0	3	2	0	3	2	47	3	5	62	3	133
	VOLUMES	29	4	35	13	2	18	16	352	71	48	584	19	1,191
	APPROACH %	43%	6%	51%	39%	6%	55%	4%	80%	16%	7%	90%	3%	
PM	APP/DEPART	68	/	38	33	/	121	439	/	400	651	/	632	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	16	1	20	9	1	8	8	173	37	28	344	10	655
	APPROACH %	43%	3%	54%	50%	6%	44%	4%	79%	17%	7%	90%	3%	
	PEAK HR FACTOR	0.841			0.643			0.826			0.740			0.795
	APP/DEPART	37	/	19	18	/	66	218	/	202	382	/	368	0
	04:00 PM	13	0	6	3	0	5	3	194	4	5	85	3	321
	4:15 PM	10	2	5	3	0	2	4	207	2	13	72	3	323
	4:30 PM	13	0	10	2	2	7	5	222	4	8	80	5	358
	4:45 PM	6	2	7	1	2	5	2	201	4	6	65	2	303
PM	5:00 PM	15	1	21	7	1	6	7	215	4	12	87	6	382
	5:15 PM	14	1	32	5	0	11	5	184	16	6	52	2	328
	5:30 PM	23	2	25	5	4	1	6	186	9	15	77	2	355
	5:45 PM	14	3	16	5	0	3	2	111	8	9	55	8	234
	VOLUMES	108	11	122	31	9	40	34	1,520	51	74	573	31	2,604
	APPROACH %	45%	5%	51%	39%	11%	50%	2%	95%	3%	11%	85%	5%	
	APP/DEPART	241	/	75	80	/	134	1,605	/	1,672	678	/	723	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	48	4	70	15	5	29	19	822	28	32	284	15	1,371
	APPROACH %	39%	3%	57%	31%	10%	59%	2%	95%	3%	10%	86%	5%	
	PEAK HR FACTOR	0.649			0.766			0.940			0.788			0.897
	APP/DEPART	122	/	38	49	/	65	869	/	906	331	/	362	0

Oleander

NORTH SIDE

Slover

WEST SIDE

EAST SIDE

Slover

SOUTH SIDE

Oleander

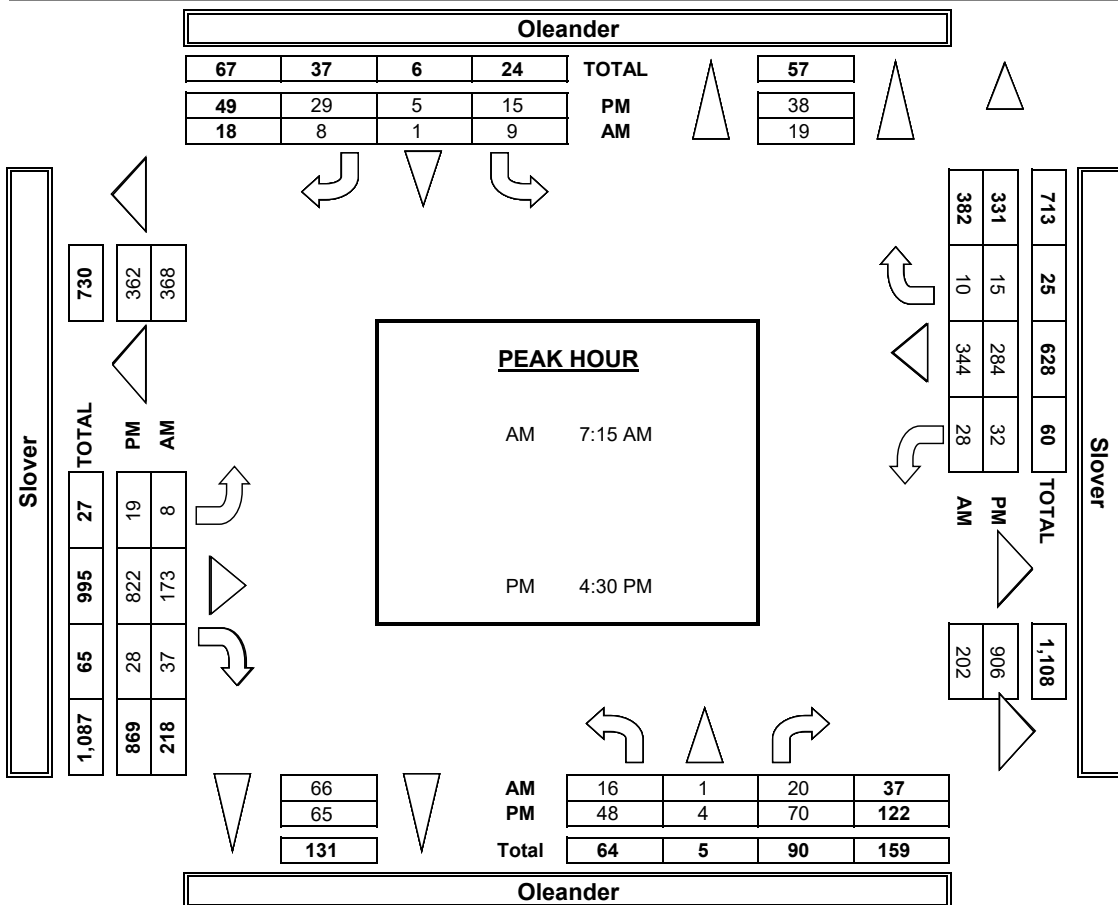
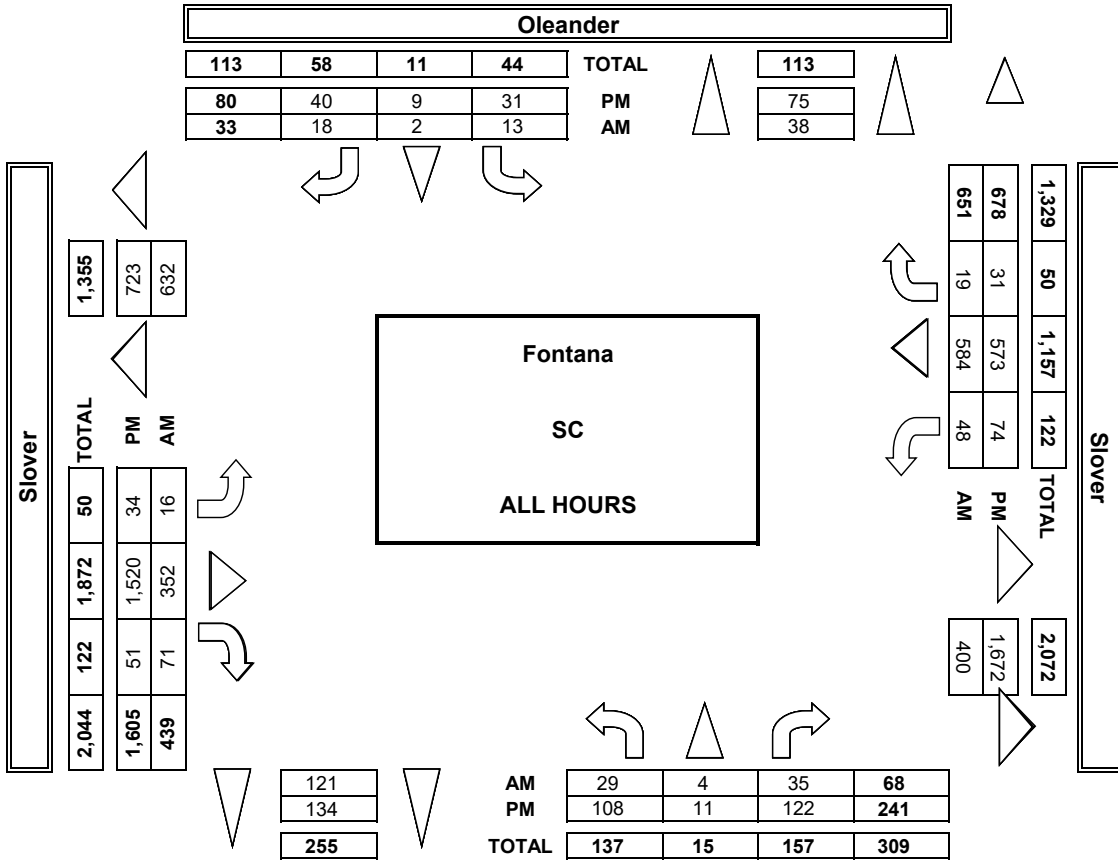
AM	7:00 AM	0	0	0	0	0
	7:15 AM	0	0	1	0	1
	7:30 AM	0	0	0	0	0
	7:45 AM	0	0	0	0	0
	8:00 AM	1	0	2	0	3
	8:15 AM	0	0	1	1	2
	8:30 AM	0	0	0	0	0
	8:45 AM	0	0	0	0	0
	TOTAL	1	0	4	1	6
	4:00 PM	0	0	0	0	0
PM	4:15 PM	0	0	1	0	1
	4:30 PM	0	0	1	1	2
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	3	3
	5:15 PM	0	0	1	1	2
	5:30 PM	0	0	1	0	1
	5:45 PM	0	0	1	1	2
	TOTAL	0	0	5	6	11

ALL PED AND BIKE				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
1	0	2	0	3
0	0	1	1	2
0	0	0	0	0
0	0	0	0	0
1	0	4	1	6
0	0	0	0	0
0	0	1	0	1
0	0	1	1	2
0	0	0	0	0
0	0	0	3	3
0	0	1	1	2
0	0	1	0	1
0	0	1	1	2
0	0	5	6	11

PEDESTRIAN CROSSINGS				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
1	0	2	0	3
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	3	3
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	2	3	5

BICYCLE CROSSINGS				
ES	WS	SS	NS	TOTAL
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
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	2	1	3
0	0	0	0	0
0	0	0	0	0
0	0	1	1	2
0	0	0	0	0
0	0	0	1	1
0	0	1	0	1
0	0	1	1	2
0	0	3	3	6

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/13/21 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Fontana Oleander Slover	PROJECT #: LOCATION #: CONTROL:	SC 3 SIGNAL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER	▲ N ◀ W S ▼	▶ E
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Oleander			Oleander			Slover			Slover			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL

AM	7:00 AM	0	0	1	0	0	0	2	3	0	0	4	0	10
	7:15 AM	1	0	1	1	0	0	0	3	0	0	6	0	12
	7:30 AM	0	0	1	0	0	0	0	5	0	0	8	0	14
	7:45 AM	0	0	0	0	0	0	0	10	0	0	6	1	17
	8:00 AM	0	0	1	0	1	0	0	7	0	0	9	0	18
	8:15 AM	0	1	0	0	0	0	0	5	1	0	3	0	10
	8:30 AM	0	0	0	0	0	1	0	10	0	0	7	0	18
	8:45 AM	1	0	0	0	0	0	1	4	0	0	12	0	18
	VOLUMES	2	1	4	1	1	1	3	47	1	0	55	1	117
	APPROACH %	29%	14%	57%	33%	33%	33%	6%	92%	2%	0%	98%	2%	
PM	APP/DEPART	7	/	5	3	/	2	51	/	52	56	/	58	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	1	0	3	1	1	0	0	25	0	0	29	1	61
	APPROACH %	25%	0%	75%	50%	50%	0%	0%	100%	0%	0%	97%	3%	
	PEAK HR FACTOR	0.500			0.500			0.625			0.833			0.847
	APP/DEPART	4	/	1	2	/	1	25	/	29	30	/	30	0
	04:00 PM	1	0	0	0	0	1	0	17	0	0	4	0	23
	4:15 PM	1	1	0	1	0	1	1	7	0	0	6	0	17
	4:30 PM	1	0	0	0	1	1	1	18	0	0	4	2	28
	4:45 PM	0	1	0	0	1	0	0	1	1	0	5	0	9
	5:00 PM	1	0	1	2	0	1	0	14	0	0	6	0	25
	5:15 PM	0	0	0	0	0	0	0	8	1	1	3	0	13
	5:30 PM	0	0	0	0	0	1	2	12	0	0	2	0	17
	5:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
	VOLUMES	4	2	1	3	2	4	4	79	2	1	31	2	135
	APPROACH %	57%	29%	14%	33%	22%	44%	5%	93%	2%	3%	91%	6%	
	APP/DEPART	7	/	8	9	/	5	85	/	83	34	/	39	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	2	1	1	2	2	2	1	41	2	1	18	2	75
	APPROACH %	50%	25%	25%	33%	33%	33%	2%	93%	5%	5%	86%	10%	
	PEAK HR FACTOR	0.500			0.500			0.579			0.875			0.670
	APP/DEPART	4	/	4	6	/	5	44	/	44	21	/	22	0

U-TURNS					
NB	SB	EB	WB	TTL	

RTOR			
NRR	SRR	ERR	WRR

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

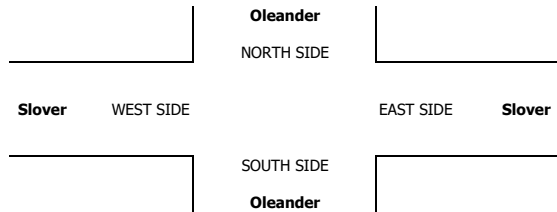
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0	0	0	0
1	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	1	0	0
0	0	0	0
2	1	0	0

2	0	0	0
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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	0	0	0	0
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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	0	0
0	0	0	0
0	1	0	0
0	0	0	0
0	0	0	0
0	1	0	0
0	0	0	0
0	4	0	0

0	2	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/13/21 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Fontana Oleander Slover	PROJECT #: LOCATION #: CONTROL:	SC 3 SIGNAL
CLASS 3: 3-AXLE TRUCKS	NOTES:		AM PM MD OTHER	▲ ◀ W S ▼ N E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Oleander			Oleander			Slover			Slover			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	0	0	0	2	0	0	4	0	6
7:15 AM	0	0	0	1	0	0	0	2	0	0	1	0	4
7:30 AM	0	0	1	0	0	1	0	0	0	0	1	0	3
7:45 AM	0	0	0	0	0	0	0	2	1	0	1	0	4
8:00 AM	0	0	0	0	0	0	0	1	0	0	4	0	5
8:15 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
8:30 AM	0	0	0	0	0	0	0	5	0	0	3	0	8
8:45 AM	0	0	0	0	0	0	0	0	1	0	2	0	3
VOLUMES	0	0	1	1	0	1	0	15	2	0	17	0	37
APPROACH %	0%	0%	100%	50%	0%	50%	0%	88%	12%	0%	100%	0%	
APP/DEPART	1	/	0	2	/	2	17	/	17	17	/	18	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	0	1	1	0	1	0	5	1	0	7	0	16
APPROACH %	0%	0%	100%	50%	0%	50%	0%	83%	17%	0%	100%	0%	
PEAK HR FACTOR	0.250			0.500			0.500			0.438			0.800
APP/DEPART	1	/	0	2	/	1	6	/	7	7	/	8	0
04:00 PM	0	0	0	0	0	0	0	4	0	0	3	0	7
4:15 PM	0	0	0	0	0	1	0	5	0	0	1	0	7
4:30 PM	0	0	0	1	0	0	0	6	0	0	3	0	10
4:45 PM	0	0	0	0	0	1	0	4	0	0	1	0	6
5:00 PM	0	0	0	0	0	0	1	3	0	0	2	0	6
5:15 PM	0	0	1	0	0	0	0	2	0	0	3	0	6
5:30 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
5:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
VOLUMES	0	0	1	1	0	2	1	29	0	0	16	0	50
APPROACH %	0%	0%	100%	33%	0%	67%	3%	97%	0%	0%	100%	0%	
APP/DEPART	1	/	1	3	/	0	30	/	31	16	/	18	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	1	1	0	1	1	15	0	0	9	0	28
APPROACH %	0%	0%	100%	50%	0%	50%	6%	94%	0%	0%	100%	0%	
PEAK HR FACTOR	0.250			0.500			0.667			0.750			0.700
APP/DEPART	1	/	1	2	/	0	16	/	17	9	/	10	0

U-TURNS				
NB	SB	EB	WB	TTL
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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

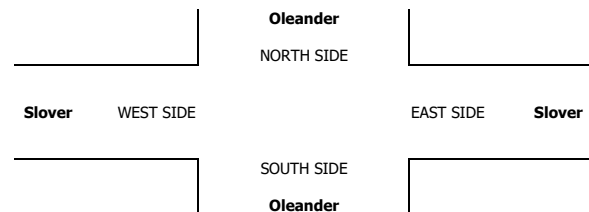
RTOR			
NRR	SRR	ERR	WRR
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0

1	0	0	0
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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	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	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
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/13/21 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Fontana Oleander Slover	PROJECT #: LOCATION #: CONTROL:	SC 3 SIGNAL
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ ◀ W S ▼ N E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Oleander			Oleander			Slover			Slover			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	1	2	0	1	2	0	
7:00 AM	1	0	0	0	0	0	0	2	1	0	3	0	7
7:15 AM	2	0	0	0	0	0	0	2	0	0	3	0	7
7:30 AM	1	0	1	0	0	0	0	9	0	0	6	0	17
7:45 AM	0	0	0	0	0	0	0	4	0	1	18	0	23
8:00 AM	0	0	0	0	0	0	0	4	0	0	7	0	11
8:15 AM	0	0	0	0	0	0	0	4	1	0	16	0	21
8:30 AM	0	0	0	0	0	0	0	4	0	0	12	0	16
8:45 AM	0	0	0	0	0	0	0	2	0	0	10	2	14
VOLUMES	4	0	1	0	0	0	0	31	2	1	75	2	116
APPROACH %	80%	0%	20%	0%	0%	0%	0%	94%	6%	1%	96%	3%	
APP/DEPART	5	/	2	0	/	3	33	/	32	78	/	79	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	3	0	1	0	0	0	0	19	0	1	34	0	58
APPROACH %	75%	0%	25%	0%	0%	0%	0%	100%	0%	3%	97%	0%	
PEAK HR FACTOR	0.500			0.000			0.528			0.461			0.630
APP/DEPART	4	/	0	0	/	1	19	/	20	35	/	37	0
04:00 PM	0	0	0	0	0	0	0	15	0	0	7	0	22
4:15 PM	0	0	0	0	0	0	0	15	0	1	1	0	17
4:30 PM	0	0	1	0	0	0	0	5	0	0	3	0	9
4:45 PM	0	0	0	0	0	0	0	12	0	1	6	0	19
5:00 PM	0	0	1	0	0	0	0	12	0	0	4	0	17
5:15 PM	1	0	0	0	0	1	0	11	1	0	1	0	15
5:30 PM	0	0	0	0	0	0	0	13	0	1	12	0	26
5:45 PM	0	0	1	0	0	0	0	8	0	0	4	0	13
VOLUMES	1	0	3	0	0	1	0	91	1	3	38	0	138
APPROACH %	25%	0%	75%	0%	0%	100%	0%	99%	1%	7%	93%	0%	
APP/DEPART	4	/	0	1	/	4	92	/	94	41	/	40	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	1	0	2	0	0	1	0	40	1	1	14	0	60
APPROACH %	33%	0%	67%	0%	0%	100%	0%	98%	2%	7%	93%	0%	
PEAK HR FACTOR	0.750			0.250			0.854			0.536			0.789
APP/DEPART	3	/	0	1	/	2	41	/	42	15	/	16	0

U-TURNS					
NB	SB	EB	WB	TTL	
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	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	0	0

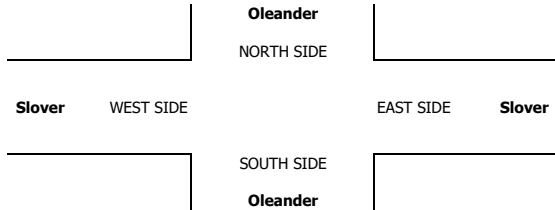
RTOR			
NRR	SRR	ERR	WRR
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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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	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	0	0
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	0	0	0
0	0	0	0
1	0	0	0

1	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 8, 18	LOCATION: NORTH & SOUTH: EAST & WEST:	Fontana Cypress Slover	PROJECT #: SC1715 LOCATION #: 15 SIGNAL
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NOTES:	AM PM MD OTHER W S N E
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Add U-Turns to Left Turns

	NORTHBOUND Cypress			SOUTHBOUND Cypress			EASTBOUND Slover			WESTBOUND Slover			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

7:00 AM	9	57	13	26	72	150	69	57	11	11	125	28	628
7:15 AM	9	72	14	44	111	173	89	88	9	8	162	47	826
7:30 AM	16	85	14	36	80	72	60	67	9	8	93	30	570
7:45 AM	13	68	12	30	58	70	27	60	4	5	101	37	485
8:00 AM	7	60	10	29	41	30	17	62	5	3	60	29	353
8:15 AM	12	55	8	25	46	44	20	31	5	3	49	27	325
8:30 AM	6	64	12	22	39	27	21	40	9	4	58	24	326
8:45 AM	8	54	6	33	45	27	17	69	7	9	24	20	319
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

VOLUMES	80	515	89	245	492	593	320	474	59	51	672	242	3,832
APPROACH %	12%	75%	13%	18%	37%	45%	38%	56%	7%	5%	70%	25%	
APP/DEPART	684	/	1,077	1,330	/	602	853	/	808	965	/	1,345	0

BEGIN PEAK HR	47	282	53	136	321	465	245	272	33	32	481	142	2,509
VOLUMES	12%	74%	14%	15%	35%	50%	45%	49%	6%	5%	73%	22%	
APPROACH %													
PEAK HR FACTOR		0.830			0.703			0.739			0.755		

APP/DEPART	382	/	669	922	/	386	550	/	461	655	/	993	0
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03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	3	145	4	56	45	20	73	160	11	2	60	83	662
4:15 PM	10	104	5	49	54	18	92	180	12	5	70	70	669
4:30 PM	4	108	6	53	60	24	67	172	9	7	64	57	631
4:45 PM	5	122	3	53	52	22	61	143	14	5	50	64	594
5:00 PM	8	102	3	53	67	29	81	181	14	3	50	71	662
5:15 PM	5	111	10	61	69	27	73	170	16	8	60	58	668
5:30 PM	5	114	11	64	57	32	65	163	11	8	57	52	639
5:45 PM	7	84	15	57	56	36	42	126	12	5	61	51	552

VOLUMES	47	890	57	446	460	208	554	1,295	99	43	472	506	5,077
APPROACH %	5%	90%	6%	40%	41%	19%	28%	66%	5%	4%	46%	50%	
APP/DEPART	994	/	1,950	1,114	/	602	1,948	/	1,798	1,021	/	727	0

BEGIN PEAK HR	23	449	27	231	245	110	280	657	55	24	217	245	2,563
VOLUMES	5%	90%	5%	39%	42%	19%	28%	66%	6%	5%	45%	50%	
APPROACH %													
PEAK HR FACTOR		0.960			0.933			0.899			0.964		0.959

APP/DEPART	499	/	974	586	/	324	992	/	915	486	/	350	0
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Cypress

NORTH SIDE

Slover

WEST SIDE

EAST SIDE

Slover

SOUTH SIDE

Cypress

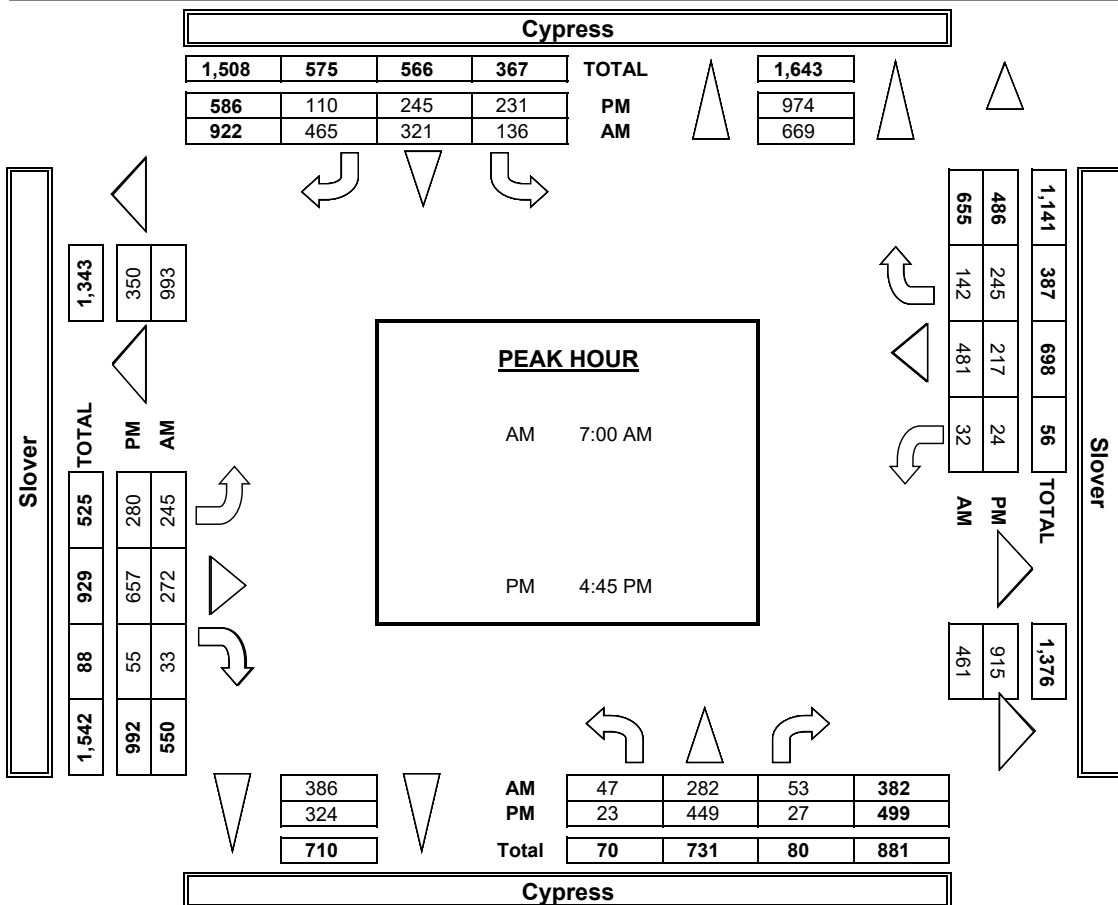
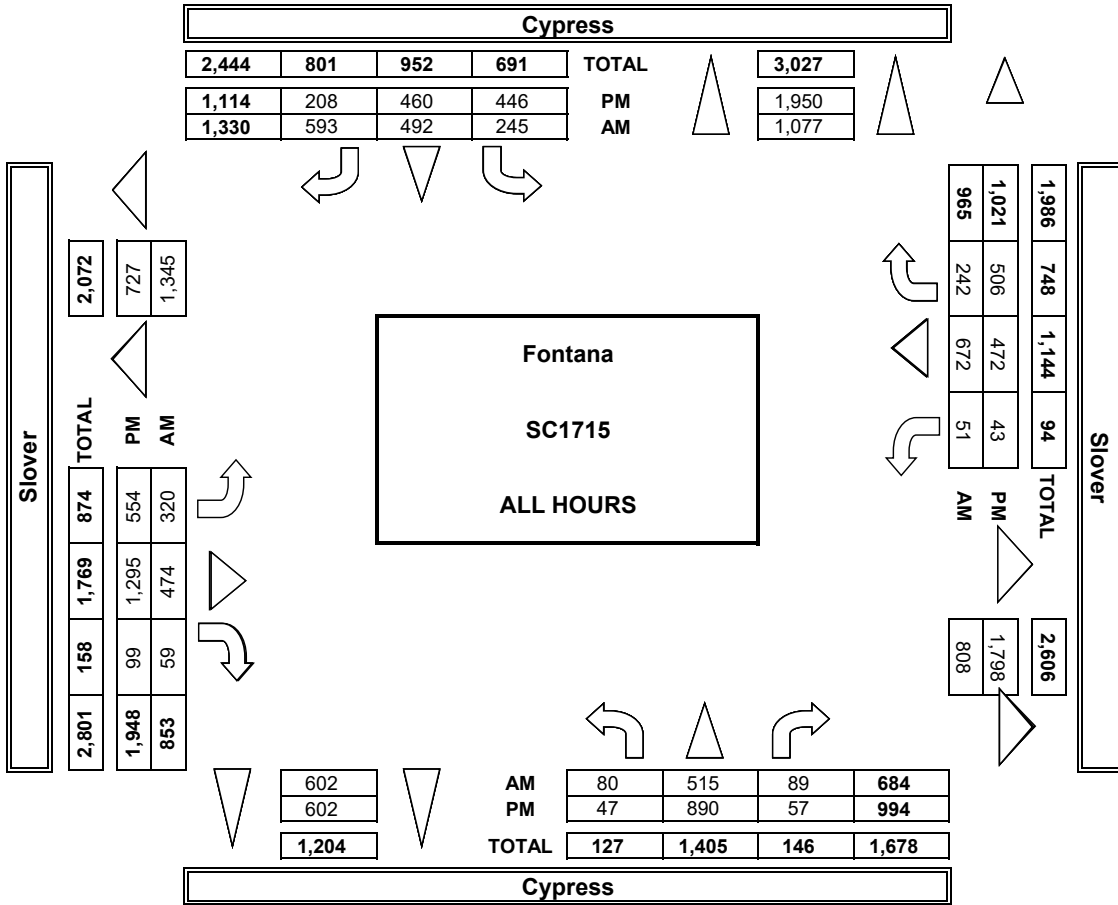
7:00 AM	1	5	1	1	8
7:15 AM	2	5	4	0	11
7:30 AM	1	1	2	1	5
7:45 AM	0	1	1	0	2
8:00 AM	0	2	1	0	3
8:15 AM	0	0	0	1	1
8:30 AM	0	0	3	0	3
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
TOTAL	4	14	12	3	33
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	2	0	0	2
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	1	0	0	1
5:00 PM	0	1	0	0	1
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	1	1	0	2
TOTAL	0	5	1	2	8

E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
1	5	1	1	8
2	5	4	0	11
1	1	2	1	5
0	1	1	0	2
0	2	1	0	3
0	0	0	1	1
0	0	3	0	3
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	14	12	3	33
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	0	0	1	1
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
0	0	0	1	1
0	0	0	0	0
0	1	1	0	2
0	5	1	2	8

E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
1	3	1	1	6
1	5	3	0	9
1	1	1	1	4
0	1	1	0	2
0	2	1	0	3
0	0	0	1	1
0	0	3	0	3
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
3	10	6	2	28
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
0	0	0	1	1
0	0	0	0	0
0	0	1	0	1
0	2	0	1	6

ES	WS	SS	NS	TOTAL
0	2	0	0	2
1	0	1	0	2
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
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
1	2	2	0	5
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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/8/18 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Fontana Cypress Slover	PROJECT #: LOCATION #: CONTROL:	SC1715 15 SIGNAL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM		▲ N	
		PM			
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Cypress			Cypress			Slover			Slover			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

7:00 AM	1	2	0	1	3	0	0	2	0	1	6	0	16
7:15 AM	1	1	0	4	0	0	1	7	0	0	4	2	20
7:30 AM	0	3	1	0	2	1	2	4	1	2	5	1	22
7:45 AM	1	2	1	0	5	0	3	4	0	0	5	2	23
8:00 AM	0	5	0	0	2	1	3	5	1	0	2	1	20
8:15 AM	1	2	0	1	1	0	1	3	0	0	4	1	14
8:30 AM	0	3	1	2	1	2	2	3	2	0	3	0	19
8:45 AM	1	2	0	2	3	2	1	5	1	0	1	1	19
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	5	20	3	10	17	6	13	33	5	3	30	8	153
APPROACH %	18%	71%	11%	30%	52%	18%	25%	65%	10%	7%	73%	20%	
APP/DEPART	28	/	41	33	/	25	51	/	46	41	/	41	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	2	11	2	4	9	2	9	20	2	2	16	6	85
APPROACH %	13%	73%	13%	27%	60%	13%	29%	65%	6%	8%	67%	25%	
PEAK HR FACTOR	0.750			0.750			0.861			0.750			0.924
APP/DEPART	15	/	26	15	/	13	31	/	26	24	/	20	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	4	0	1	0	0	0	10	0	0	1	0	16
4:15 PM	1	4	0	2	2	0	2	9	0	0	3	2	25
4:30 PM	0	3	0	1	1	0	0	6	0	0	3	4	18
4:45 PM	0	8	0	0	0	1	2	10	0	0	0	1	22
5:00 PM	0	3	0	1	0	2	0	7	0	0	3	1	17
5:15 PM	0	5	1	1	1	1	2	6	1	0	2	1	21
5:30 PM	0	6	1	1	1	0	0	4	0	0	1	0	14
5:45 PM	0	2	0	2	1	1	0	7	0	0	2	0	15
VOLUMES	1	35	2	9	6	5	6	59	1	0	15	9	148
APPROACH %	3%	92%	5%	45%	30%	25%	9%	89%	2%	0%	63%	38%	
APP/DEPART	38	/	50	20	/	7	66	/	70	24	/	21	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	1	18	0	4	3	3	4	32	0	0	9	8	82
APPROACH %	5%	95%	0%	40%	30%	30%	11%	89%	0%	0%	53%	47%	
PEAK HR FACTOR	0.594			0.625			0.750			0.607			0.820
APP/DEPART	19	/	30	10	/	3	36	/	36	17	/	13	0

U-TURNS				
NB	SB	EB	WB	TTL

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	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	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR

0	0	0	0
0	0	0	0
0	1	0	1
1	0	0	1
0	1	0	0
0	0	0	0
1	2	1	0
0	1	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	0
2	5	2	2

1	2	0	2
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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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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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	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
0	0	0	0
0	1	0	0
0	1	0	1

0	0	0	1
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	Cypress	
	NORTH SIDE	
Slover	WEST SIDE	EAST SIDE
	SOUTH SIDE	
	Cypress	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/8/18 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Fontana Cypress Slover	PROJECT #: LOCATION #: CONTROL:	SC1715 15 SIGNAL
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM		▲	
		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Cypress			Cypress			Slover			Slover			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 1	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR 0	SRR 0	ERR 0	WRR 0

7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	1	1	0	0	1	0	3
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:45 AM	1	0	0	0	0	0	2	1	0	0	3	0	7
8:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:30 AM	0	0	0	0	2	0	0	2	0	0	1	1	6
8:45 AM	0	0	0	0	0	0	0	5	0	0	0	0	5
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
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	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	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	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	0	0	0

VOLUMES	1	0	0	0	2	0	3	12	0	0	10	1	29
APPROACH %	100%	0%	0%	0%	100%	0%	20%	80%	0%	0%	91%	9%	
APP/DEPART	1	/	4	2	/	2	15	/	12	11	/	11	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	1	0	0	0	2	0	2	5	0	0	7	1	18
APPROACH %	100%	0%	0%	0%	100%	0%	29%	71%	0%	0%	88%	13%	
PEAK HR FACTOR	0.250						0.583			0.667			0.643
APP/DEPART	1	/	3	2	/	2	7	/	5	8	/	8	0

0	0	0	1
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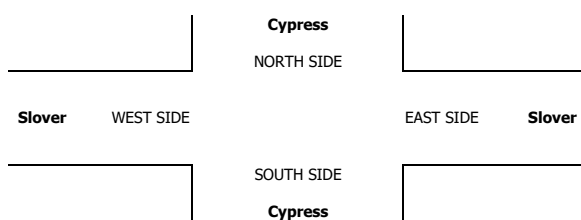
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	3	0	0	3	0	7
4:15 PM	0	1	0	0	0	0	0	3	0	0	1	0	5
4:30 PM	0	0	0	0	1	1	0	3	0	0	2	0	7
4:45 PM	1	1	0	0	0	0	0	3	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
5:15 PM	0	0	0	0	0	0	0	5	0	0	1	0	6
5:30 PM	1	1	1	0	0	0	0	1	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	4	0	0	0	0	4

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	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
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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	0	0
0	0	0	0

VOLUMES	2	4	1	0	1	1	0	24	0	0	8	0	41
APPROACH %	29%	57%	14%	0%	50%	50%	0%	100%	0%	0%	100%	0%	
APP/DEPART	7	/	4	2	/	1	24	/	25	8	/	11	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	1	3	0	0	1	1	0	12	0	0	6	0	24
APPROACH %	25%	75%	0%	0%	50%	50%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.500			0.250			1.000			0.500			0.857
APP/DEPART	4	/	3	2	/	1	12	/	12	6	/	8	0

0	1	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/8/18 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Fontana Cypress Slover	PROJECT #: LOCATION #: CONTROL:	SC1715 15 SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Cypress			Cypress			Slover			Slover			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 1	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL

AM	7:00 AM	0	0	0	0	0	0	1	1	0	2	0	4
	7:15 AM	0	0	1	0	1	0	0	0	0	3	0	5
	7:30 AM	0	0	0	0	0	0	2	0	0	1	1	4
	7:45 AM	0	0	0	0	0	0	1	1	0	4	2	8
	8:00 AM	0	0	0	1	0	0	0	5	0	1	4	11
	8:15 AM	1	1	0	0	0	0	2	0	1	3	0	8
	8:30 AM	0	0	1	0	0	0	3	0	0	3	0	7
	8:45 AM	0	2	0	0	0	0	3	0	0	4	0	9
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

VOLUMES	1	3	2	1	1	0	1	17	1	2	24	3	56
APPROACH %	17%	50%	33%	50%	50%	0%	5%	89%	5%	7%	83%	10%	
APP/DEPART	6	/	7	2	/	4	19	/	20	29	/	25	0
BEGIN PEAK HR	8:00 AM												
VOLUMES	1	3	1	1	0	0	0	13	0	2	14	0	35
APPROACH %	20%	60%	20%	100%	0%	0%	0%	100%	0%	13%	88%	0%	
PEAK HR FACTOR	0.625			0.250			0.650			0.800			0.795
APP/DEPART	5	/	3	1	/	2	13	/	15	16	/	15	0

PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	10	0	0	4	0	14
	4:15 PM	1	0	0	0	0	0	1	11	0	6	0	19
	4:30 PM	0	0	0	0	0	0	9	0	0	5	0	14
	4:45 PM	0	1	0	1	0	0	1	8	0	6	2	19
	5:00 PM	0	1	0	0	0	0	6	0	0	6	0	13
	5:15 PM	0	0	0	0	0	0	9	0	0	2	0	11
	5:30 PM	0	0	0	1	0	0	7	1	0	2	0	11
	5:45 PM	0	0	0	0	0	0	5	0	0	4	0	9

VOLUMES	1	2	0	2	0	0	2	65	1	0	35	2	110
APPROACH %	33%	67%	0%	100%	0%	0%	3%	96%	1%	0%	95%	5%	
APP/DEPART	3	/	6	2	/	1	68	/	67	37	/	36	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	1	1	0	1	0	0	2	38	0	0	21	2	66
APPROACH %	50%	50%	0%	100%	0%	0%	5%	95%	0%	0%	91%	9%	
PEAK HR FACTOR	0.500			0.250			0.833			0.719			0.868
APP/DEPART	2	/	5	1	/	0	40	/	39	23	/	22	0

U-TURNS				
NB	SB	EB	WB	TTL

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	0	0	0	0
0	0	0	0	0
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RTOR			
NRR	SRR	ERR	WRR

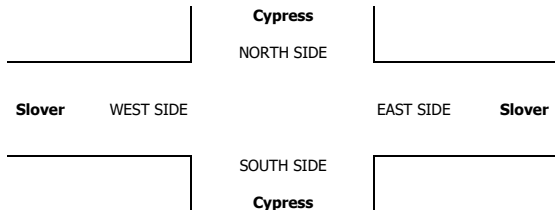
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1	0	0	1

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Corona, CA 92878
(951)268-6268

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

File Name : 03_FON_Juniper_Slover AM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 1

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

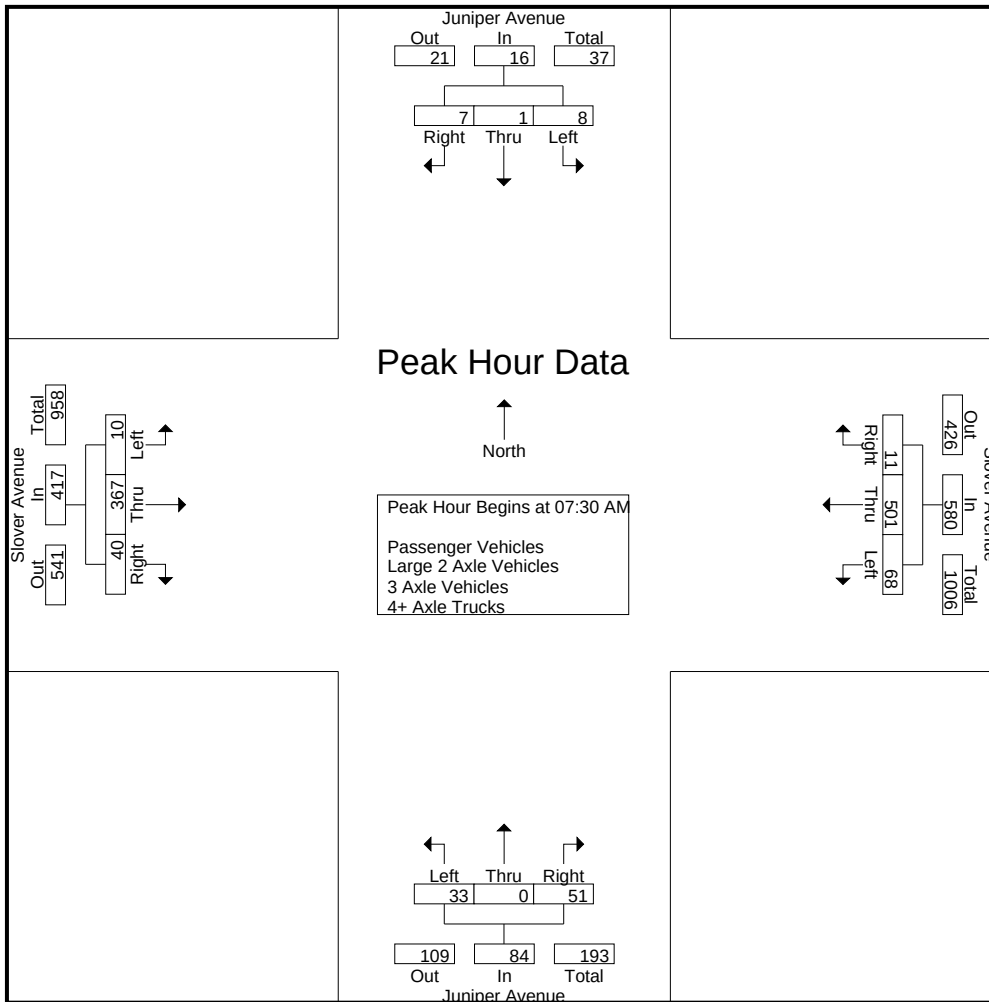
	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	1	3	6	70	0	76	5	0	12	17	4	36	5	45	141
07:15 AM	0	1	4	5	13	119	1	133	10	0	6	16	0	71	9	80	234
07:30 AM	2	1	0	3	17	143	3	163	10	0	13	23	2	62	7	71	260
07:45 AM	1	0	4	5	15	118	2	135	4	0	14	18	5	101	12	118	276
Total	5	2	9	16	51	450	6	507	29	0	45	74	11	270	33	314	911
08:00 AM	3	0	2	5	19	146	2	167	15	0	11	26	2	100	5	107	305
08:15 AM	2	0	1	3	17	94	4	115	4	0	13	17	1	104	16	121	256
08:30 AM	1	1	0	2	16	68	1	85	5	1	9	15	1	92	10	103	205
08:45 AM	4	0	2	6	12	63	2	77	3	0	10	13	2	71	10	83	179
Total	10	1	5	16	64	371	9	444	27	1	43	71	6	367	41	414	945
Grand Total	15	3	14	32	115	821	15	951	56	1	88	145	17	637	74	728	1856
Apprch %	46.9	9.4	43.8		12.1	86.3	1.6		38.6	0.7	60.7		2.3	87.5	10.2		
Total %	0.8	0.2	0.8	1.7	6.2	44.2	0.8	51.2	3	0.1	4.7	7.8	0.9	34.3	4	39.2	
Passenger Vehicles	8	2	9	19	112	747	10	869	54	1	85	140	9	574	72	655	1683
% Passenger Vehicles	53.3	66.7	64.3	59.4	97.4	91	66.7	91.4	96.4	100	96.6	96.6	52.9	90.1	97.3	90	90.7
Large 2 Axle Vehicles	3	1	4	8	3	32	1	36	2	0	3	5	4	35	1	40	89
% Large 2 Axle Vehicles	20	33.3	28.6	25	2.6	3.9	6.7	3.8	3.6	0	3.4	3.4	23.5	5.5	1.4	5.5	4.8
3 Axle Vehicles	2	0	1	3	0	18	4	22	0	0	0	0	2	10	0	12	37
% 3 Axle Vehicles	13.3	0	7.1	9.4	0	2.2	26.7	2.3	0	0	0	0	11.8	1.6	0	1.6	2
4+ Axle Trucks	2	0	0	2	0	24	0	24	0	0	0	0	2	18	1	21	47
% 4+ Axle Trucks	13.3	0	0	6.2	0	2.9	0	2.5	0	0	0	0	11.8	2.8	1.4	2.9	2.5

	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	1	0	3	17	143	3	163	10	0	13	23	2	62	7	71	260
07:45 AM	1	0	4	5	15	118	2	135	4	0	14	18	5	101	12	118	276
08:00 AM	3	0	2	5	19	146	2	167	15	0	11	26	2	100	5	107	305
08:15 AM	2	0	1	3	17	94	4	115	4	0	13	17	1	104	16	121	256
Total Volume	8	1	7	16	68	501	11	580	33	0	51	84	10	367	40	417	1097
% App. Total	50	6.2	43.8		11.7	86.4	1.9		39.3	0	60.7		2.4	88	9.6		
PHF	.667	.250	.438	.800	.895	.858	.688	.868	.550	.000	.911	.808	.500	.882	.625	.862	.899

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Weather: Clear

File Name : 03_FON_Juniper_Slover AM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 2



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

	07:15 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	0	1	4	5	13	119	1	133	10	0	13	23	5	101	12	118
+15 mins.	2	1	0	3	17	143	3	163	4	0	14	18	2	100	5	107
+30 mins.	1	0	4	5	15	118	2	135	15	0	11	26	1	104	16	121
+45 mins.	3	0	2	5	19	146	2	167	4	0	13	17	1	92	10	103
Total Volume	6	2	10	18	64	526	8	598	33	0	51	84	9	397	43	449
% App. Total	33.3	11.1	55.6		10.7	88	1.3		39.3	0	60.7		2	88.4	9.6	
PHF	.500	.500	.625	.900	.842	.901	.667	.895	.550	.000	.911	.808	.450	.954	.672	.928

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File Name : 03_FON_Juniper_Slover AM
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Start Date : 8/17/2021
Page No : 1

Groups Printed- Passenger Vehicles

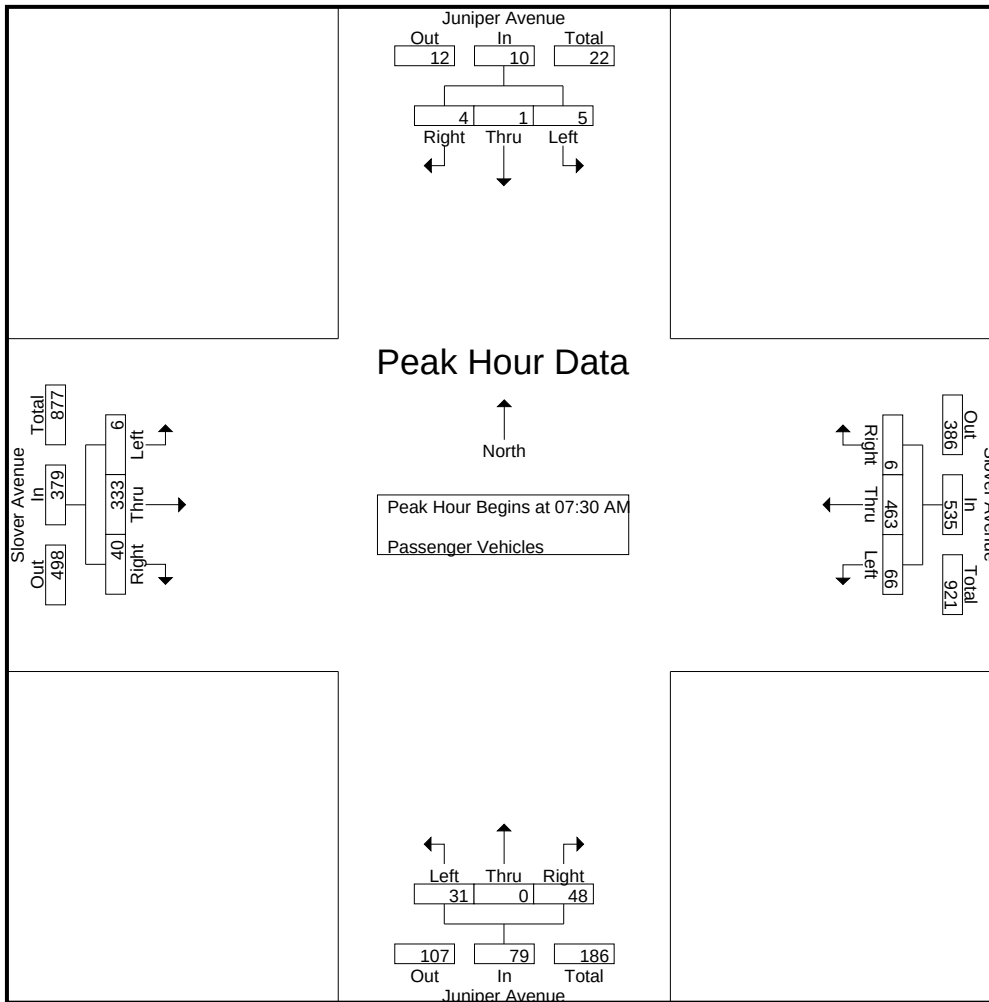
	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	5	68	0	73	5	0	12	17	1	32	5	38	130
07:15 AM	0	1	4	5	13	109	1	123	10	0	6	16	0	65	9	74	218
07:30 AM	2	1	0	3	16	129	2	147	8	0	12	20	0	57	7	64	234
07:45 AM	1	0	3	4	14	111	1	126	4	0	13	17	5	88	12	105	252
Total	5	2	7	14	48	417	4	469	27	0	43	70	6	242	33	281	834
08:00 AM	2	0	1	3	19	139	2	160	15	0	10	25	0	93	5	98	286
08:15 AM	0	0	0	0	17	84	1	102	4	0	13	17	1	95	16	112	231
08:30 AM	1	0	0	1	16	51	1	68	5	1	9	15	1	84	10	95	179
08:45 AM	0	0	1	1	12	56	2	70	3	0	10	13	1	60	8	69	153
Total	3	0	2	5	64	330	6	400	27	1	42	70	3	332	39	374	849
Grand Total	8	2	9	19	112	747	10	869	54	1	85	140	9	574	72	655	1683
Apprch %	42.1	10.5	47.4		12.9	86	1.2		38.6	0.7	60.7		1.4	87.6	11		
Total %	0.5	0.1	0.5	1.1	6.7	44.4	0.6	51.6	3.2	0.1	5.1	8.3	0.5	34.1	4.3	38.9	

	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	1	0	3	16	129	2	147	8	0	12	20	0	57	7	64	234
07:45 AM	1	0	3	4	14	111	1	126	4	0	13	17	5	88	12	105	252
08:00 AM	2	0	1	3	19	139	2	160	15	0	10	25	0	93	5	98	286
08:15 AM	0	0	0	0	17	84	1	102	4	0	13	17	1	95	16	112	231
Total Volume	5	1	4	10	66	463	6	535	31	0	48	79	6	333	40	379	1003
% App. Total	50	10	40		12.3	86.5	1.1		39.2	0	60.8		1.6	87.9	10.6		
PHF	.625	.250	.333	.625	.868	.833	.750	.836	.517	.000	.923	.790	.300	.876	.625	.846	.877

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File Name : 03_FON_Juniper_Slover AM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	1	0	3	16	129	2	147	8	0	12	20	0	57	7	64
+15 mins.	1	0	3	4	14	111	1	126	4	0	13	17	5	88	12	105
+30 mins.	2	0	1	3	19	139	2	160	15	0	10	25	0	93	5	98
+45 mins.	0	0	0	0	17	84	1	102	4	0	13	17	1	95	16	112
Total Volume	5	1	4	10	66	463	6	535	31	0	48	79	6	333	40	379
% App. Total	50	10	40		12.3	86.5	1.1		39.2	0	60.8		1.6	87.9	10.6	
PHF	.625	.250	.333	.625	.868	.833	.750	.836	.517	.000	.923	.790	.300	.876	.625	.846

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

File Name : 03_FON_Juniper_Slover AM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 1

Groups Printed- Large 2 Axle Vehicles

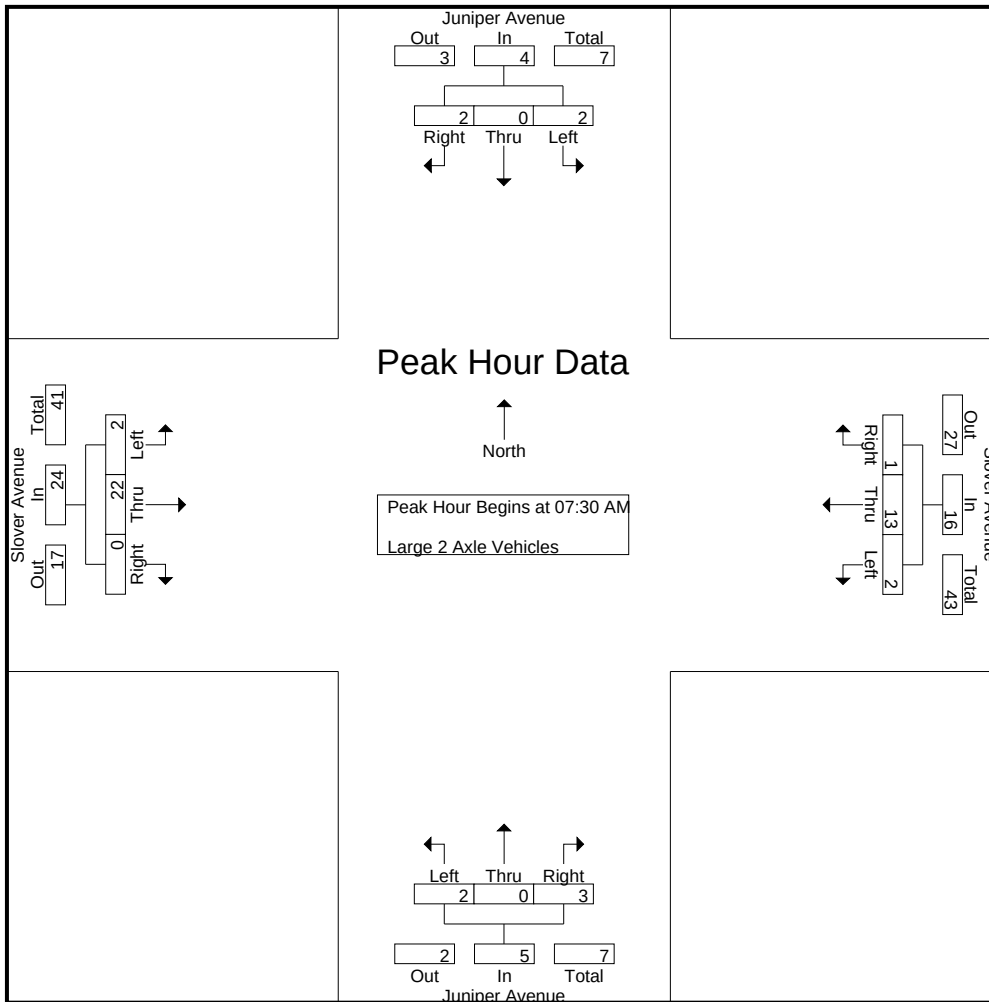
	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	1	0	0	1	0	0	0	0	2	1	0	3	5
07:15 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
07:30 AM	0	0	0	0	1	4	0	5	2	0	1	3	0	4	0	4	12
07:45 AM	0	0	1	1	1	2	0	3	0	0	1	1	0	6	0	6	11
Total	0	0	2	2	3	13	0	16	2	0	2	4	2	15	0	17	39
08:00 AM	0	0	0	0	0	3	0	3	0	0	1	1	2	7	0	9	13
08:15 AM	2	0	1	3	0	4	1	5	0	0	0	0	0	5	0	5	13
08:30 AM	0	1	0	1	0	8	0	8	0	0	0	0	0	3	0	3	12
08:45 AM	1	0	1	2	0	4	0	4	0	0	0	0	0	5	1	6	12
Total	3	1	2	6	0	19	1	20	0	0	1	1	2	20	1	23	50
Grand Total	3	1	4	8	3	32	1	36	2	0	3	5	4	35	1	40	89
Apprch %	37.5	12.5	50		8.3	88.9	2.8		40	0	60		10	87.5	2.5		
Total %	3.4	1.1	4.5	9	3.4	36	1.1	40.4	2.2	0	3.4	5.6	4.5	39.3	1.1	44.9	

	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	1	4	0	5	2	0	1	3	0	4	0	4	12
07:45 AM	0	0	1	1	1	2	0	3	0	0	1	1	0	6	0	6	11
08:00 AM	0	0	0	0	0	3	0	3	0	0	1	1	2	7	0	9	13
08:15 AM	2	0	1	3	0	4	1	5	0	0	0	0	0	5	0	5	13
Total Volume	2	0	2	4	2	13	1	16	2	0	3	5	2	22	0	24	49
% App. Total	50	0	50		12.5	81.2	6.2		40	0	60		8.3	91.7	0		
PHF	.250	.000	.500	.333	.500	.813	.250	.800	.250	.000	.750	.417	.250	.786	.000	.667	.942

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

File Name : 03_FON_Juniper_Slover AM
Site Code : 05121403
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	1	4	0	5	2	0	1	3	0	4	0	4
+15 mins.	0	0	1	1	1	2	0	3	0	0	1	1	0	6	0	6
+30 mins.	0	0	0	0	0	3	0	3	0	0	1	1	2	7	0	9
+45 mins.	2	0	1	3	0	4	1	5	0	0	0	0	0	5	0	5
Total Volume	2	0	2	4	2	13	1	16	2	0	3	5	2	22	0	24
% App. Total	50	0	50		12.5	81.2	6.2		40	0	60		8.3	91.7	0	
PHF	.250	.000	.500	.333	.500	.813	.250	.800	.250	.000	.750	.417	.250	.786	.000	.667

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

File Name : 03_FON_Juniper_Slover AM
Site Code : 05121403
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Page No : 1

Groups Printed- 3 Axle Vehicles

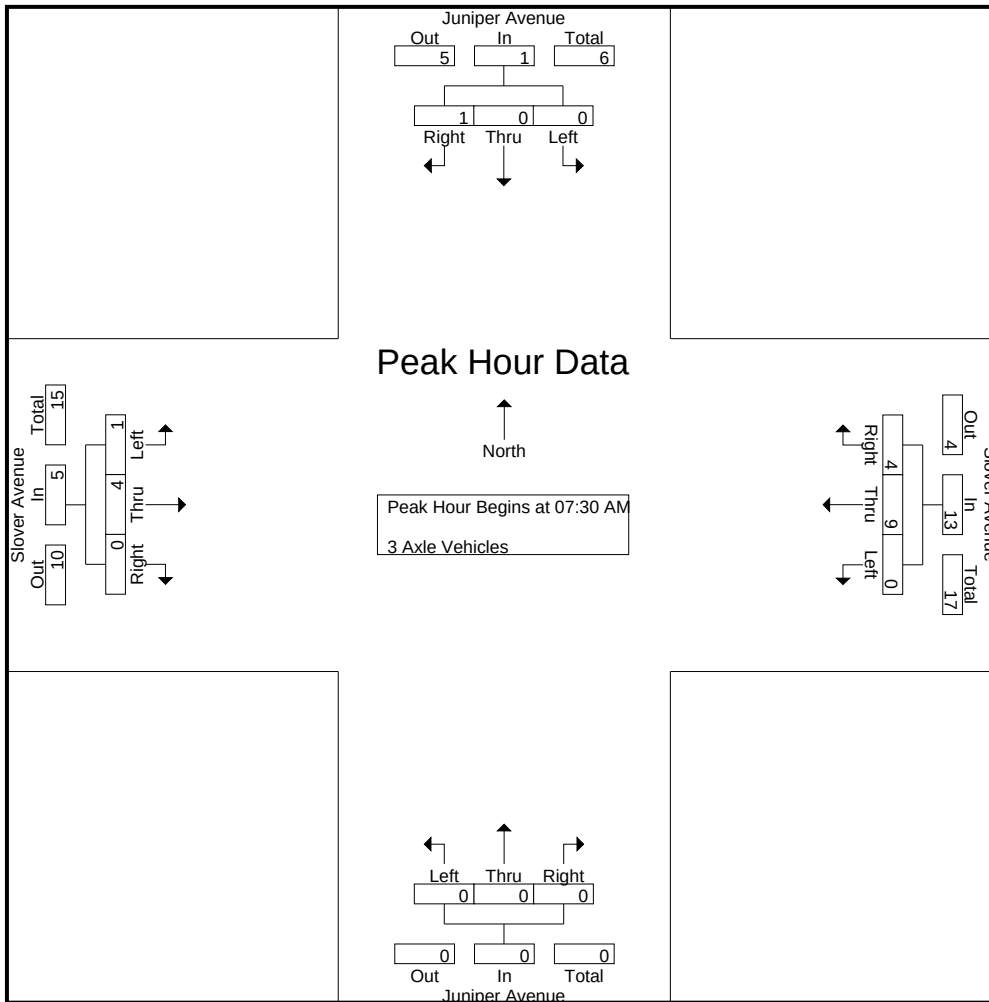
	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	2	1	3	0	0	0	0	1	0	0	1	4
07:45 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	2	0	2	6
Total	0	0	0	0	0	8	2	10	0	0	0	0	2	2	0	4	14
08:00 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	2	2	4	0	0	0	0	0	2	0	2	6
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
08:45 AM	2	0	0	2	0	2	0	2	0	0	0	0	0	5	0	5	9
Total	2	0	1	3	0	10	2	12	0	0	0	0	0	8	0	8	23
Grand Total	2	0	1	3	0	18	4	22	0	0	0	0	2	10	0	12	37
Apprch %	66.7	0	33.3		0	81.8	18.2		0	0	0		16.7	83.3	0		
Total %	5.4	0	2.7	8.1	0	48.6	10.8	59.5	0	0	0	0	5.4	27	0	32.4	

	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	2	1	3	0	0	0	0	1	0	0	1	4
07:45 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	2	0	2	6
08:00 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	2	2	4	0	0	0	0	0	2	0	2	6
Total Volume	0	0	1	1	0	9	4	13	0	0	0	0	1	4	0	5	19
% App. Total	0	0	100		0	69.2	30.8		0	0	0		20	80	0		
PHF	.000	.000	.250	.250	.000	.750	.500	.813	.000	.000	.000	.000	.250	.500	.000	.625	.792

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

File Name : 03_FON_Juniper_Slover AM
Site Code : 05121403
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	2	1	3	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	3	1	4	0	0	0	0	0	2	0	2
+30 mins.	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	2	4	0	0	0	0	0	2	0	2
Total Volume	0	0	1	1	0	9	4	13	0	0	0	0	1	4	0	5
% App. Total	0	0	100		0	69.2	30.8		0	0	0		20	80	0	
PHF	.000	.000	.250	.250	.000	.750	.500	.813	.000	.000	.000	.000	.250	.500	.000	.625

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

File Name : 03_FON_Juniper_Slover AM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 1

Groups Printed- 4+ Axle Trucks

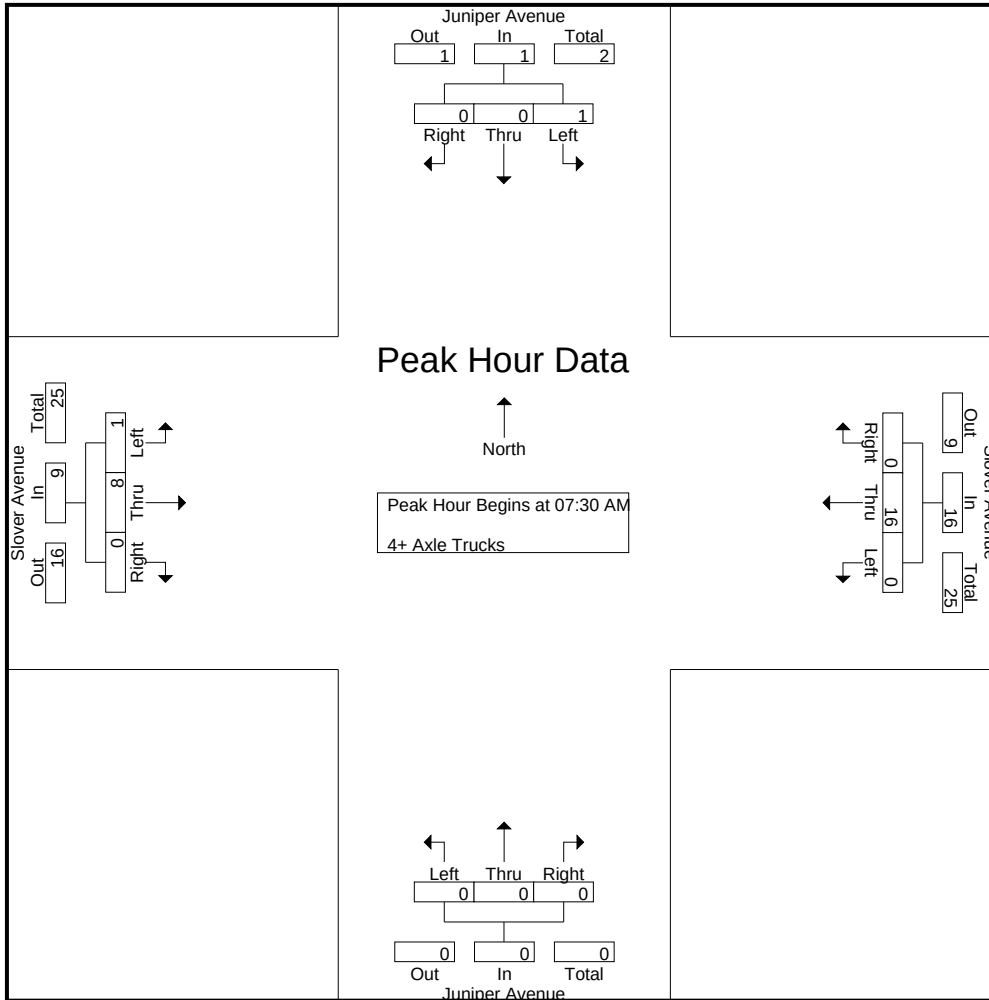
	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	8	0	8	0	0	0	0	1	1	0	2	10
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
Total	0	0	0	0	0	12	0	12	0	0	0	0	1	11	0	12	24
08:00 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
08:45 AM	1	0	0	1	0	1	0	1	0	0	0	0	1	1	1	3	5
Total	2	0	0	2	0	12	0	12	0	0	0	0	1	7	1	9	23
Grand Total	2	0	0	2	0	24	0	24	0	0	0	0	2	18	1	21	47
Apprch %	100	0	0		0	100	0		0	0	0		9.5	85.7	4.8		
Total %	4.3	0	0	4.3	0	51.1	0	51.1	0	0	0	0	4.3	38.3	2.1	44.7	

	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	8	0	8	0	0	0	0	1	1	0	2	10
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
08:00 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total Volume	1	0	0	1	0	16	0	16	0	0	0	0	1	8	0	9	26
% App. Total	100	0	0		0	100	0		0	0	0		11.1	88.9	0		
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.400	.000	.450	.650

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

File Name : 03_FON_Juniper_Slover AM
Site Code : 05121403
Start Date : 8/17/2021
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	8	0	8	0	0	0	0	1	1	0	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5
+30 mins.	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
Total Volume	1	0	0	1	0	16	0	16	0	0	0	0	1	8	0	9
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	11.1	88.9	0	0
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.400	.000	.450

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

File Name : 03_FON_Juniper_Slover PM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 1

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

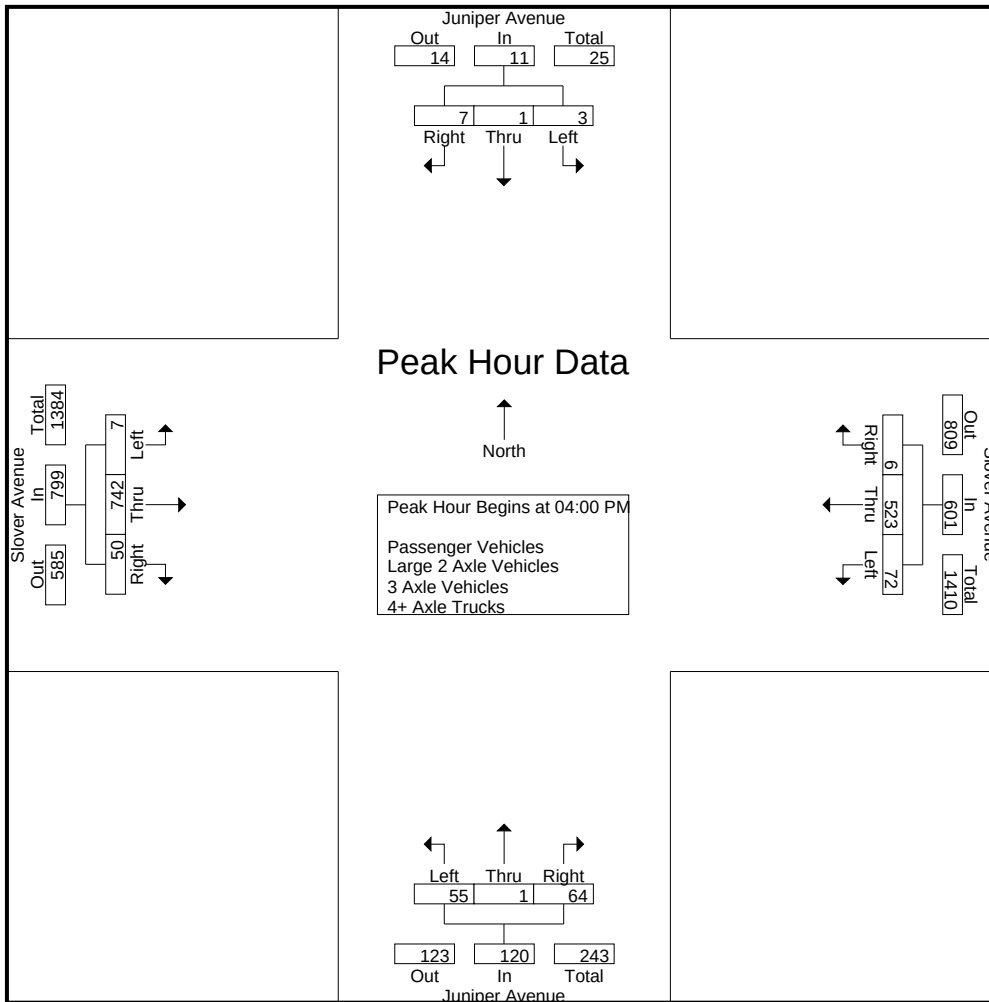
	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	16	169	1	186	19	0	13	32	2	182	6	190	409
04:15 PM	0	0	1	1	17	136	0	153	14	0	12	26	2	176	17	195	375
04:30 PM	0	0	2	2	16	122	3	141	14	0	18	32	3	200	13	216	391
04:45 PM	3	1	3	7	23	96	2	121	8	1	21	30	0	184	14	198	356
Total	3	1	7	11	72	523	6	601	55	1	64	120	7	742	50	799	1531
05:00 PM	0	0	0	0	17	133	0	150	6	0	21	27	0	178	4	182	359
05:15 PM	0	0	1	1	19	115	0	134	5	1	22	28	0	167	6	173	336
05:30 PM	0	0	2	2	16	107	0	123	7	0	18	25	1	194	13	208	358
05:45 PM	0	0	0	0	11	117	1	129	4	1	11	16	1	151	6	158	303
Total	0	0	3	3	63	472	1	536	22	2	72	96	2	690	29	721	1356
Grand Total	3	1	10	14	135	995	7	1137	77	3	136	216	9	1432	79	1520	2887
Apprch %	21.4	7.1	71.4		11.9	87.5	0.6		35.6	1.4	63		0.6	94.2	5.2		
Total %	0.1	0	0.3	0.5	4.7	34.5	0.2	39.4	2.7	0.1	4.7	7.5	0.3	49.6	2.7	52.6	
Passenger Vehicles	3	0	10	13	134	921	5	1060	76	2	131	209	8	1308	76	1392	2674
% Passenger Vehicles	100	0	100	92.9	99.3	92.6	71.4	93.2	98.7	66.7	96.3	96.8	88.9	91.3	96.2	91.6	92.6
Large 2 Axle Vehicles	0	1	0	1	1	24	1	26	1	1	4	6	1	38	2	41	74
% Large 2 Axle Vehicles	0	100	0	7.1	0.7	2.4	14.3	2.3	1.3	33.3	2.9	2.8	11.1	2.7	2.5	2.7	2.6
3 Axle Vehicles	0	0	0	0	0	17	0	17	0	0	0	0	0	29	0	29	46
% 3 Axle Vehicles	0	0	0	0	0	1.7	0	1.5	0	0	0	0	0	2	0	1.9	1.6
4+ Axle Trucks	0	0	0	0	0	33	1	34	0	0	1	1	0	57	1	58	93
% 4+ Axle Trucks	0	0	0	0	0	3.3	14.3	3	0	0	0.7	0.5	0	4	1.3	3.8	3.2

	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	1	1	16	169	1	186	19	0	13	32	2	182	6	190	409
04:15 PM	0	0	1	1	17	136	0	153	14	0	12	26	2	176	17	195	375
04:30 PM	0	0	2	2	16	122	3	141	14	0	18	32	3	200	13	216	391
04:45 PM	3	1	3	7	23	96	2	121	8	1	21	30	0	184	14	198	356
Total Volume	3	1	7	11	72	523	6	601	55	1	64	120	7	742	50	799	1531
% App. Total	27.3	9.1	63.6		12	87	1		45.8	0.8	53.3		0.9	92.9	6.3		
PHF	.250	.250	.583	.393	.783	.774	.500	.808	.724	.250	.762	.938	.583	.928	.735	.925	.936

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City of Fontana
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Weather: Clear

File Name : 03_FON_Juniper_Slover PM
Site Code : 05121403
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	1	1	16	169	1	186	19	0	13	32	2	182	6	190
+15 mins.	0	0	1	1	17	136	0	153	14	0	12	26	2	176	17	195
+30 mins.	0	0	2	2	16	122	3	141	14	0	18	32	3	200	13	216
+45 mins.	3	1	3	7	23	96	2	121	8	1	21	30	0	184	14	198
Total Volume	3	1	7	11	72	523	6	601	55	1	64	120	7	742	50	799
% App. Total	27.3	9.1	63.6		12	87	1		45.8	0.8	53.3		0.9	92.9	6.3	
PHF	.250	.250	.583	.393	.783	.774	.500	.808	.724	.250	.762	.938	.583	.928	.735	.925

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

File Name : 03_FON_Juniper_Slover PM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 1

Groups Printed- Passenger Vehicles

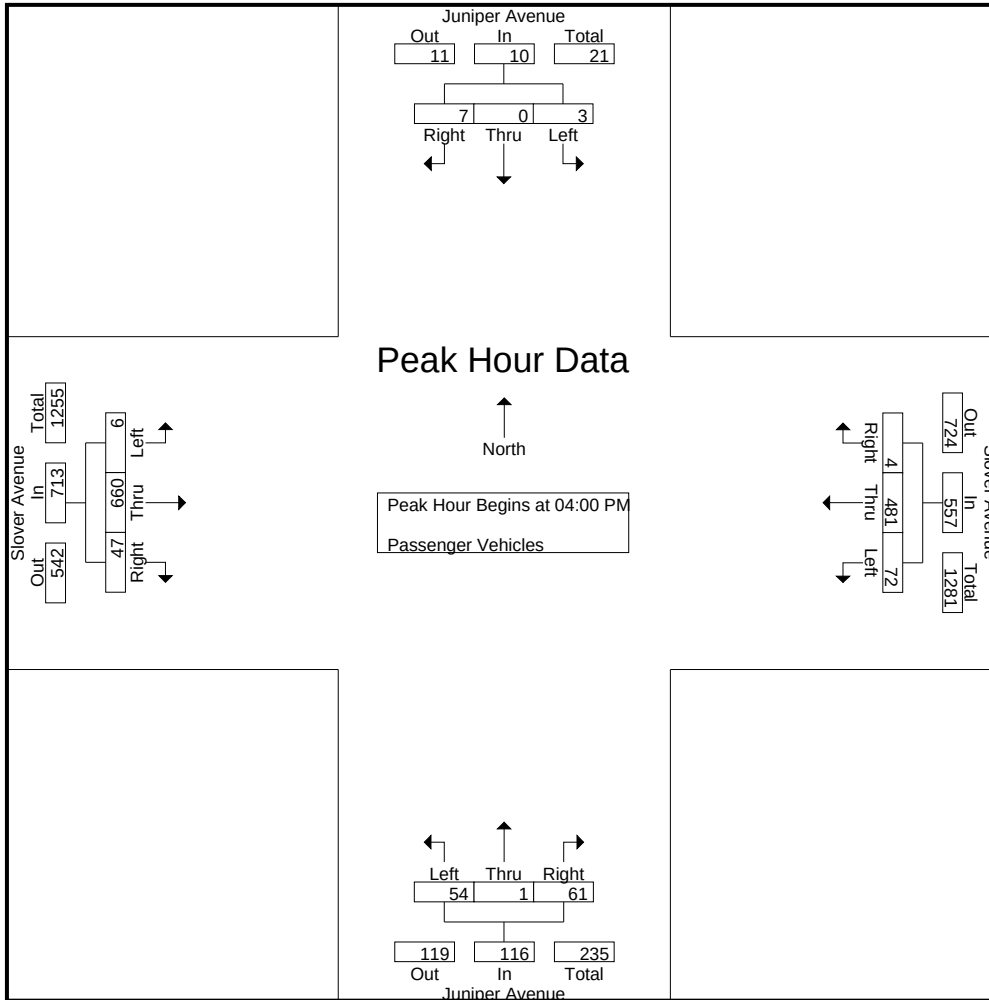
	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	16	155	0	171	19	0	13	32	2	161	5	168	372
04:15 PM	0	0	1	1	17	122	0	139	14	0	11	25	1	158	16	175	340
04:30 PM	0	0	2	2	16	112	2	130	13	0	16	29	3	176	13	192	353
04:45 PM	3	0	3	6	23	92	2	117	8	1	21	30	0	165	13	178	331
Total	3	0	7	10	72	481	4	557	54	1	61	116	6	660	47	713	1396
05:00 PM	0	0	0	0	16	119	0	135	6	0	20	26	0	170	4	174	335
05:15 PM	0	0	1	1	19	109	0	128	5	1	21	27	0	156	6	162	318
05:30 PM	0	0	2	2	16	102	0	118	7	0	18	25	1	180	13	194	339
05:45 PM	0	0	0	0	11	110	1	122	4	0	11	15	1	142	6	149	286
Total	0	0	3	3	62	440	1	503	22	1	70	93	2	648	29	679	1278
Grand Total	3	0	10	13	134	921	5	1060	76	2	131	209	8	1308	76	1392	2674
Apprch %	23.1	0	76.9		12.6	86.9	0.5		36.4	1	62.7		0.6	94	5.5		
Total %	0.1	0	0.4	0.5	5	34.4	0.2	39.6	2.8	0.1	4.9	7.8	0.3	48.9	2.8	52.1	

	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	1	1	16	155	0	171	19	0	13	32	2	161	5	168	372
04:15 PM	0	0	1	1	17	122	0	139	14	0	11	25	1	158	16	175	340
04:30 PM	0	0	2	2	16	112	2	130	13	0	16	29	3	176	13	192	353
04:45 PM	3	0	3	6	23	92	2	117	8	1	21	30	0	165	13	178	331
Total Volume	3	0	7	10	72	481	4	557	54	1	61	116	6	660	47	713	1396
% App. Total	30	0	70		12.9	86.4	0.7		46.6	0.9	52.6		0.8	92.6	6.6		
PHF	.250	.000	.583	.417	.783	.776	.500	.814	.711	.250	.726	.906	.500	.938	.734	.928	.938

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

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

File Name : 03_FON_Juniper_Slover PM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	1	1	16	155	0	171	19	0	13	32	2	161	5	168
+15 mins.	0	0	1	1	17	122	0	139	14	0	11	25	1	158	16	175
+30 mins.	0	0	2	2	16	112	2	130	13	0	16	29	3	176	13	192
+45 mins.	3	0	3	6	23	92	2	117	8	1	21	30	0	165	13	178
Total Volume	3	0	7	10	72	481	4	557	54	1	61	116	6	660	47	713
% App. Total	30	0	70		12.9	86.4	0.7		46.6	0.9	52.6		0.8	92.6	6.6	
PHF	.250	.000	.583	.417	.783	.776	.500	.814	.711	.250	.726	.906	.500	.938	.734	.928

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

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

File Name : 03_FON_Juniper_Slover PM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 1

Groups Printed- Large 2 Axle Vehicles

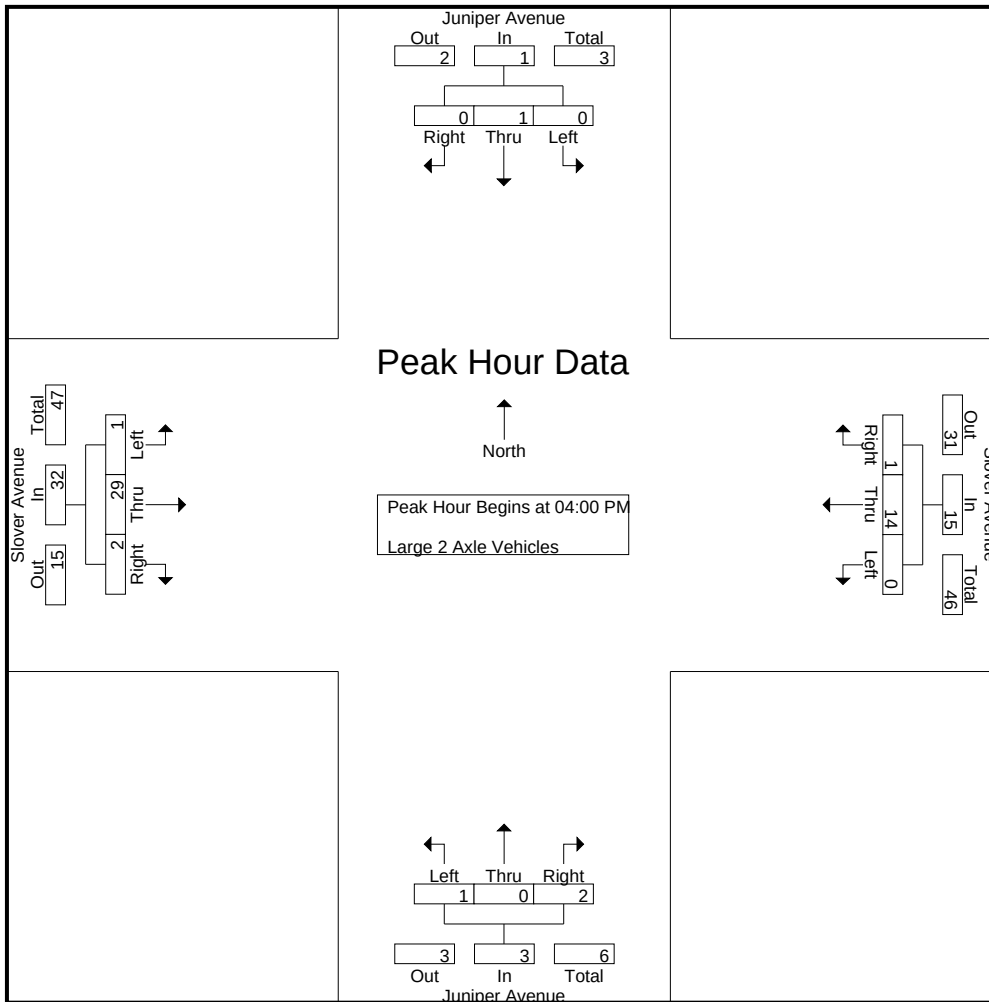
	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	7	0	7	13
04:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	1	4	1	6	11
04:30 PM	0	0	0	0	0	2	1	3	1	0	2	3	0	11	0	11	17
04:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	7	1	8	10
Total	0	1	0	1	0	14	1	15	1	0	2	3	1	29	2	32	51
05:00 PM	0	0	0	0	1	7	0	8	0	0	1	1	0	4	0	4	13
05:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:45 PM	0	0	0	0	0	2	0	2	0	1	0	1	0	0	0	0	3
Total	0	0	0	0	1	10	0	11	0	1	2	3	0	9	0	9	23
Grand Total	0	1	0	1	1	24	1	26	1	1	4	6	1	38	2	41	74
Apprch %	0	100	0		3.8	92.3	3.8		16.7	16.7	66.7		2.4	92.7	4.9		
Total %	0	1.4	0	1.4	1.4	32.4	1.4	35.1	1.4	1.4	5.4	8.1	1.4	51.4	2.7	55.4	

	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	7	0	7	13
04:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	1	4	1	6	11
04:30 PM	0	0	0	0	0	2	1	3	1	0	2	3	0	11	0	11	17
04:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	7	1	8	10
Total Volume	0	1	0	1	0	14	1	15	1	0	2	3	1	29	2	32	51
% App. Total	0	100	0		0	93.3	6.7		33.3	0	66.7		3.1	90.6	6.2		
PHF	.000	.250	.000	.250	.000	.583	.250	.625	.250	.000	.250	.250	.250	.659	.500	.727	.750

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

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

File Name : 03_FON_Juniper_Slover PM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	7	0	7
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	1	4	1	6
+30 mins.	0	0	0	0	0	2	1	3	1	0	2	3	0	11	0	11
+45 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	7	1	8
Total Volume	0	1	0	1	0	14	1	15	1	0	2	3	1	29	2	32
% App. Total	0	100	0		0	93.3	6.7		33.3	0	66.7		3.1	90.6	6.2	
PHF	.000	.250	.000	.250	.000	.583	.250	.625	.250	.000	.250	.250	.250	.659	.500	.727

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

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

File Name : 03_FON_Juniper_Slover PM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 1

Groups Printed- 3 Axle Vehicles

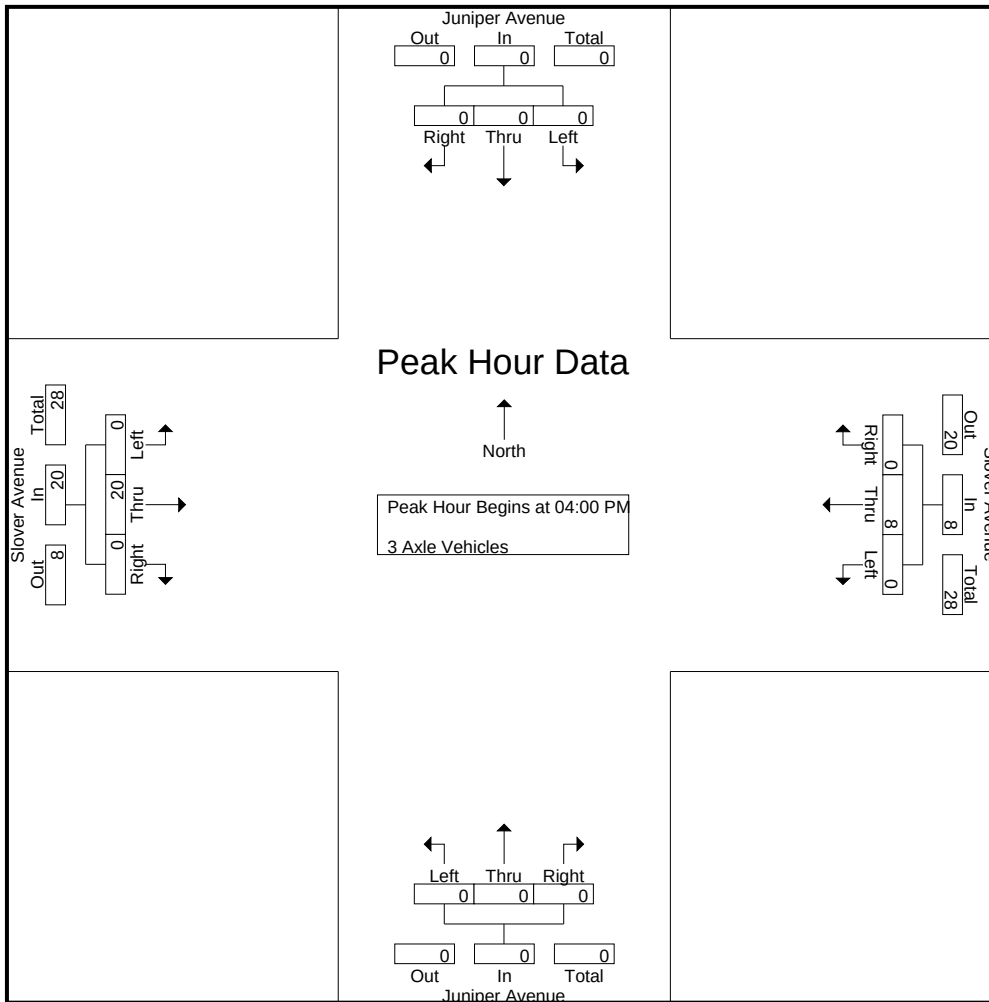
	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	20	0	20	28
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
Total	0	0	0	0	0	9	0	9	0	0	0	0	0	9	0	9	18
Grand Total	0	0	0	0	0	17	0	17	0	0	0	0	0	29	0	29	46
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	37	0	37	0	0	0	0	0	63	0	63	

	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	20	0	20	28
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.714	.000	.714	.778

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

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

File Name : 03_FON_Juniper_Slover PM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	20	0	20
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.714	.000	.714

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

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

File Name : 03_FON_Juniper_Slover PM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 1

Groups Printed- 4+ Axle Trucks

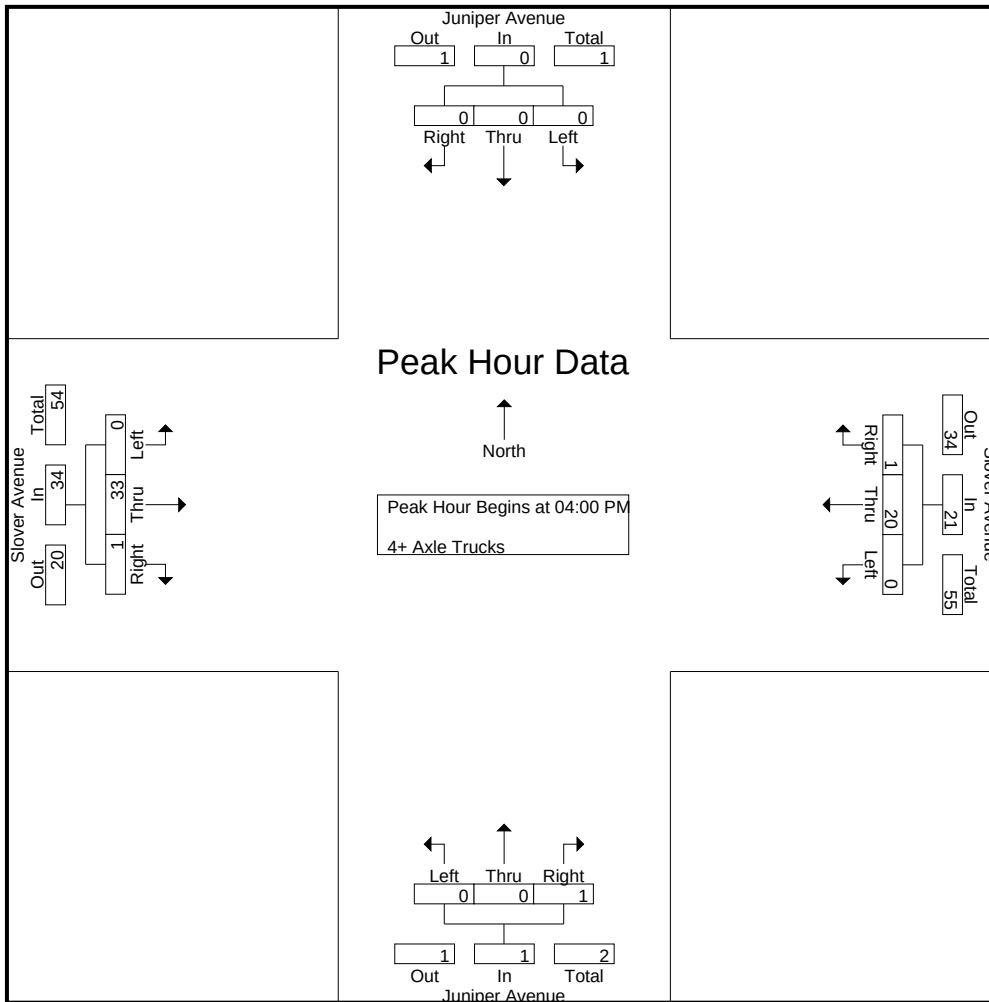
	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	7	1	8	0	0	0	0	0	9	1	10	18
04:15 PM	0	0	0	0	0	7	0	7	0	0	1	1	0	7	0	7	15
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	10	0	10	15
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
Total	0	0	0	0	0	20	1	21	0	0	1	1	0	33	1	34	56
05:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	10	0	10	12
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
Total	0	0	0	0	0	13	0	13	0	0	0	0	0	24	0	24	37
Grand Total	0	0	0	0	0	33	1	34	0	0	1	1	0	57	1	58	93
Apprch %	0	0	0		0	97.1	2.9		0	0	100		0	98.3	1.7		
Total %	0	0	0	0	0	35.5	1.1	36.6	0	0	1.1	1.1	0	61.3	1.1	62.4	

	Juniper Avenue Southbound				Slover Avenue Westbound				Juniper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	7	1	8	0	0	0	0	0	9	1	10	18
04:15 PM	0	0	0	0	0	7	0	7	0	0	1	1	0	7	0	7	15
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	10	0	10	15
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
Total Volume	0	0	0	0	0	20	1	21	0	0	1	1	0	33	1	34	56
% App. Total	0	0	0		0	95.2	4.8		0	0	100		0	97.1	2.9		
PHF	.000	.000	.000	.000	.000	.714	.250	.656	.000	.000	.250	.250	.000	.825	.250	.850	.778

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

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

File Name : 03_FON_Juniper_Slover PM
Site Code : 05121403
Start Date : 8/17/2021
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	7	1	8	0	0	0	0	0	9	1	10
+15 mins.	0	0	0	0	0	7	0	7	0	0	1	1	0	7	0	7
+30 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	10	0	10
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7
Total Volume	0	0	0	0	0	20	1	21	0	0	1	1	0	33	1	34
% App. Total	0	0	0	0	0	95.2	4.8		0	0	100		0	97.1	2.9	
PHF	.000	.000	.000	.000	.000	.714	.250	.656	.000	.000	.250	.250	.000	.825	.250	.850

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



Date: 8/17/2021
 Day: Tuesday

PEDESTRIANS

	North Leg Juiper Avenue	East Leg Slover Avenue	South Leg Juiper Avenue	West Leg Slover Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	0	0	3	0	3

	North Leg Juiper Avenue	East Leg Slover Avenue	South Leg Juiper Avenue	West Leg Slover Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	0	0	3	0	3
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	3	0	3	0	6

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



Date: 8/17/2021
 Day: Tuesday

BICYCLES

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

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

Counts Unlimited, Inc.

Page 1

City of Fontana
Citrus Avenue
N/ Slover Avenue
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

FON001
Site Code: 051-19181

Start Time	14-Mar-19 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		64	200			38	159				
12:15		27	218			35	193				
12:30		32	202			22	140				
12:45		18	204	141	824	25	150	120	642	261	1466
01:00		21	159			18	155				
01:15		17	204			26	149				
01:30		21	344			9	209				
01:45		21	262	80	969	23	187	76	700	156	1669
02:00		23	233			32	181				
02:15		14	227			22	199				
02:30		25	435			20	220				
02:45		23	350	85	1245	34	181	108	781	193	2026
03:00		36	346			30	204				
03:15		33	293			37	179				
03:30		41	357			75	194				
03:45		47	346	157	1342	70	162	212	739	369	2081
04:00		62	338			89	172				
04:15		75	298			93	180				
04:30		82	352			107	173				
04:45		82	338	301	1326	208	173	497	698	798	2024
05:00		75	375			70	188				
05:15		68	318			125	178				
05:30		89	339			249	169				
05:45		89	263	321	1295	271	155	715	690	1036	1985
06:00		100	231			159	148				
06:15		114	201			146	128				
06:30		182	161			211	142				
06:45		184	147	580	740	318	118	834	536	1414	1276
07:00		232	131			310	123				
07:15		294	133			310	122				
07:30		274	109			209	143				
07:45		174	96	974	469	264	138	1093	526	2067	995
08:00		135	149			215	112				
08:15		122	93			213	116				
08:30		171	97			195	93				
08:45		168	84	596	423	171	117	794	438	1390	861
09:00		161	80			132	96				
09:15		161	73			150	101				
09:30		135	69			127	93				
09:45		127	57	584	279	118	118	527	408	1111	687
10:00		155	76			122	86				
10:15		144	64			113	68				
10:30		147	98			134	60				
10:45		167	49	613	287	131	60	500	274	1113	561
11:00		156	58			130	53				
11:15		160	41			137	43				
11:30		192	51			121	37				
11:45		198	34	706	184	142	37	530	170	1236	354
Total		5138	9383	5138	9383	6006	6602	6006	6602	11144	15985
Combined Total		14521		14521		12608		12608		27129	
AM Peak	-	06:45	-	-	-	06:30	-	-	-	-	-
Vol.	-	984	-	-	-	1149	-	-	-	-	-
P.H.F.		0.837				0.903					
PM Peak	-	-	02:30	-	-	-	02:15	-	-	-	-
Vol.	-	-	1424	-	-	-	804	-	-	-	-
P.H.F.			0.818				0.914				
Percentage		35.4%	64.6%			47.6%	52.4%				
ADT/AADT		ADT 27,129	AADT 27,129								

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, May 08, 2018
JOB #: SC1715

LOCATION# Fontana
CLASS1: Slover east of Citrus

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17	12:00	1	75	13	1	3	3	0	1	7	1	1	0	1	107
0:15	0	12	0	0	0	1	0	1	0	0	0	0	0	14	12:15	1	81	16	1	4	2	0	0	0	1	0	2	109	
0:30	0	9	1	0	0	0	0	1	0	0	0	0	0	11	12:30	0	107	8	1	1	4	0	0	5	0	0	0	126	
0:45	0	7	3	0	0	0	0	0	1	0	0	0	0	11	12:45	1	68	9	0	6	2	1	0	6	1	0	1	97	
1:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	13:00	2	73	16	2	4	3	0	0	4	0	0	0	104	
1:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	13:15	0	72	17	0	4	3	0	0	4	0	0	1	101	
1:30	0	16	1	0	0	0	0	1	1	0	0	0	0	19	13:30	0	105	10	1	6	3	1	1	1	1	0	0	130	
1:45	0	4	1	0	0	0	0	0	1	0	0	0	0	6	13:45	2	103	16	1	5	3	0	2	5	0	1	1	139	
2:00	0	6	1	0	0	0	0	0	0	1	0	0	0	9	14:00	2	86	12	0	4	4	0	0	3	0	1	0	113	
2:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6	14:15	0	116	18	0	5	0	0	2	0	0	1	0	142	
2:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	14:30	1	183	24	1	5	2	0	0	2	0	1	0	219	
2:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11	14:45	0	215	18	2	4	3	1	1	1	1	0	0	247	
3:00	0	6	0	0	0	0	0	0	1	0	0	0	0	7	15:00	2	216	19	1	5	5	3	0	4	0	2	1	6	264
3:15	0	9	0	0	0	2	0	1	0	0	0	0	0	12	15:15	2	218	15	1	4	5	1	2	7	0	2	0	1	258
3:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11	15:30	3	200	10	0	5	7	1	0	2	1	2	0	1	232
3:45	0	10	0	0	2	0	0	0	1	0	0	0	0	13	15:45	1	210	17	2	6	4	2	1	2	0	0	2	2	247
4:00	1	11	2	0	0	1	0	0	0	0	0	0	0	15	16:00	1	230	9	0	4	9	3	4	2	2	0	1	1	266
4:15	0	4	2	0	0	0	0	0	1	0	0	0	0	7	16:15	2	232	18	1	5	6	2	1	1	0	1	0	1	270
4:30	0	8	0	0	2	0	0	0	1	0	0	0	0	11	16:30	1	208	15	1	4	10	0	2	5	0	0	1	1	248
4:45	0	5	1	0	1	0	0	0	0	0	0	0	0	7	16:45	2	198	15	1	4	3	0	3	3	0	1	0	0	230
5:00	0	10	1	0	1	0	0	0	1	0	0	0	0	13	17:00	1	272	16	0	2	5	0	2	3	1	1	0	2	305
5:15	0	10	1	0	1	0	0	0	1	0	0	0	0	13	17:15	1	241	14	0	4	5	1	3	0	1	0	1	1	272
5:30	0	15	6	0	2	1	0	0	1	0	0	0	0	25	17:30	1	196	14	1	2	1	1	2	5	0	0	1	0	224
5:45	0	24	5	0	4	2	0	1	1	0	0	0	0	37	17:45	0	167	10	1	4	2	0	2	1	1	0	0	0	188
6:00	0	35	4	1	0	0	0	0	1	0	0	0	0	41	18:00	1	140	6	0	6	4	0	0	5	1	0	0	2	165
6:15	0	37	6	0	1	1	0	0	1	0	0	1	0	47	18:15	0	99	9	0	8	2	0	0	3	0	1	0	0	122
6:30	0	37	8	0	4	2	0	1	2	0	0	0	0	54	18:30	0	91	7	0	2	3	0	2	0	0	0	0	0	105
6:45	0	61	8	0	4	1	0	0	0	0	0	0	0	74	18:45	0	93	9	0	2	3	0	1	0	0	0	0	0	108
7:00	1	91	8	0	4	1	0	0	1	1	0	0	0	107	19:00	0	86	6	0	1	2	0	2	1	0	0	0	0	98
7:15	0	114	7	0	3	2	0	0	2	0	0	0	0	128	19:15	1	84	3	0	0	0	0	1	0	0	0	0	0	89
7:30	1	79	18	0	3	1	0	0	3	0	0	0	0	105	19:30	0	57	2	0	2	2	0	0	2	0	0	0	0	65
7:45	0	73	6	0	2	1	0	0	3	0	0	0	0	85	19:45	0	61	3	0	0	3	0	1	1	0	0	0	0	69
8:00	0	67	15	2	3	2	0	0	3	0	0	0	0	93	20:00	0	51	8	0	0	1	0	1	1	0	0	0	0	62
8:15	1	64	6	0	3	0	0	1	3	0	0	0	0	78	20:15	0	53	4	0	0	2	0	1	1	0	0	0	0	61
8:30	0	65	6	0	7	2	0	2	1	0	0	0	1	83	20:30	0	38	5	0	2	1	0	0	1	0	0	0	0	47
8:45	0	78	9	1	4	5	0	1	3	0	0	1	0	102	20:45	1	29	1	0	0	0	0	1	1	0	0	0	0	33
9:00	0	64	10	0	4	1	0	0	1	0	0	0	0	81	21:00	1	27	3	0	0	2	0	3	0	0	0	0	0	36
9:15	0	55	13	0	2	1	0	0	3	0	0	0	0	74	21:15	0	40	3	0	0	1	0	0	1	0	0	0	0	45
9:30	0	57	6	1	4	1	0	0	3	0	0	0	0	72	21:30	0	40	4	0	0	0	0	0	3	0	0	0	0	47
9:45	1	67	9	0	4	0	0	0	2	0	0	0	1	84	21:45	0	35	4	0	1	0	0	0	0	0	0	0	0	40
10:00	1	60	8	0	6	4	0	2	2	0	0	0	0	83	22:00	0	34	2	0	0	2	0	0	1	0	0	0	0	39
10:15	0	79	12	0	5	2	0	0	2	0	0	0	0	100	22:15	0	30	0	0	1	0	0	0	1	0	0	0	0	32
10:30	0	58	12	0	7	1	0	0	0	0	1	1	0	80	22:30	0	24	5	0	0	1	0	0	0	0	0	0	0	30
10:45	0	58	9	0	5	2	0	1	0	0	0	0	0	75	22:45	0	16	2	0	0	0	0	0	0	0	0	0	0	18
11:00	0	79	9	1	6	2	0	2	5	0	0	0	0	104	23:00	0	26	1	0	0	1	0	0	0	0	0	0	0	28
11:15	0	64	16	1	4	2	0	0	1	0	0	0	0	88	23:15	0	20	0	0	1	0	0	0	0	0	0	0	0	21
11:30	0	87	10	1	2	3	1	0	4	0	0	1	0	109	23:30	0	13	1	0	0	0	0	0	0	0	0	0	0	14
11:45	0	78	9	0	5	1	0	1	1	0	0	1	0	96	23:45	0	16	3	0	1	0	0	0	0	0	0	0	0	20
TOTAL	6	1,828	256	8	106	45	1	16	58	1	5	4	1	2,335	TOTAL	31	5,075	440	19	126	125	17	42	96	11	16	8	26	6,032
															AM PEAK HOUR												4:30 PM		
															PM PEAK VOLUME												1,055		

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	37	6,903	696	27	232	170	18	58	154	12	21	12	27	8,367
% OF TOTAL	0.4%	82.5%	8.3%	0.3%	2.8%	2.0%	0.2%	0.7%	1.8%	0.1%	0.3%	0.1%	0.3%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	56	11,819	1,484	71	477	304	27	123	293	17	32	16	43	14,762
% OF TOTAL	0.7%	141.3%	17.7%	0.8%	5.7%	3.6%	0.3%	1.5%	3.5%	0.2%	0.4%	0.2%	0.5%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, May 08, 2018
JOB #: SC1715

LOCATION# Fontana
CLASS1 Slover east of Citrus

AM TIME	WESTBOUND													PM Time	WESTBOUND													TOTAL	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13		1	2	3	4	5	6	7	8	9	10	11	12	13		1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	4	1	0	0	0	0	0	0	0	0	0	0	6	12:00	0	54	9	0	7	2	0	0	2	0	0	0	74														
0:15	0	15	1	0	0	1	0	0	0	1	0	0	0	18	12:15	0	64	12	0	1	2	0	0	0	0	1	0	80														
0:30	0	4	3	0	0	0	0	0	1	0	0	0	0	8	12:30	0	58	12	0	6	2	0	2	2	0	0	0	82														
0:45	0	11	4	0	0	2	0	0	0	0	0	0	0	17	12:45	1	55	11	2	3	0	0	1	2	0	0	0	75														
1:00	0	6	1	0	0	2	0	0	0	0	0	0	0	9	13:00	2	46	19	1	3	1	0	0	5	0	0	2	79														
1:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6	13:15	0	54	14	1	6	1	0	3	5	0	0	0	84														
1:30	0	2	2	0	0	0	0	1	0	0	0	0	0	5	13:30	0	76	15	1	8	3	0	1	4	0	0	0	108														
1:45	0	3	1	0	0	0	0	0	1	0	0	0	0	8	13:45	0	61	12	1	8	2	1	0	5	0	0	1	91														
2:00	0	4	0	0	1	1	0	0	0	2	0	0	0	5	14:00	0	60	6	0	9	6	0	3	3	0	1	0	89														
2:15	0	7	2	0	1	2	0	0	0	2	0	0	0	14	14:15	0	89	11	0	5	3	0	2	0	0	0	0	110														
2:30	0	4	3	0	0	1	0	0	0	1	0	0	0	9	14:30	0	115	15	0	4	1	0	0	3	0	0	0	138														
2:45	0	6	1	0	2	0	0	0	1	0	0	0	0	10	14:45	0	99	13	2	2	5	1	2	1	0	0	0	125														
3:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10	15:00	0	82	5	0	7	2	0	1	0	0	0	0	97														
3:15	0	10	0	0	2	2	0	0	0	1	0	0	0	15	15:15	0	64	16	1	3	4	0	0	2	0	1	0	0	91													
3:30	0	19	7	0	1	0	0	0	1	0	0	0	0	28	15:30	1	96	10	2	4	2	0	0	1	1	0	0	118														
3:45	0	14	3	0	0	0	0	0	1	0	0	0	0	18	15:45	1	74	10	0	4	1	0	0	4	0	0	0	94														
4:00	0	22	5	0	1	1	0	0	2	0	0	0	0	31	16:00	1	51	16	2	2	2	0	4	5	0	0	1	84														
4:15	0	35	7	1	0	1	0	0	0	0	0	0	0	44	16:15	0	70	13	0	5	1	0	3	1	0	0	1	94														
4:30	0	44	7	0	2	0	0	0	1	0	0	0	0	54	16:30	0	68	10	1	4	1	0	2	2	0	1	0	89														
4:45	0	57	3	1	2	1	0	0	1	0	0	0	0	65	16:45	1	61	9	0	3	1	0	0	0	0	0	0	75														
5:00	1	38	6	0	1	0	0	0	0	0	0	0	0	46	17:00	0	64	10	3	3	0	0	0	1	2	0	0	1	84													
5:15	0	39	7	0	1	2	0	0	0	0	0	1	0	51	17:15	0	58	14	0	4	0	0	2	0	0	1	0	0	79													
5:30	0	83	16	0	3	0	0	0	0	0	0	0	0	102	17:30	0	73	5	1	4	4	0	0	1	0	0	0	88														
5:45	1	104	14	0	2	0	0	0	0	0	1	0	1	123	17:45	1	69	11	1	3	0	0	1	4	0	0	0	0	90													
6:00	0	43	14	2	1	1	0	0	1	1	0	0	0	63	18:00	0	68	13	0	1	1	0	2	2	0	0	0	0	87													
6:15	0	103	13	1	0	2	0	0	1	1	0	0	0	121	18:15	0	57	4	0	2	0	0	1	0	0	0	0	0	64													
6:30	0	133	15	1	7	1	0	0	2	0	0	0	0	159	18:30	0	43	8	0	1	2	1	0	1	0	0	0	56														
6:45	0	128	15	0	3	1	0	0	1	0	0	0	1	150	18:45	0	57	8	0	1	0	0	1	0	0	0	0	67														
7:00	1	137	23	0	4	4	1	0	1	0	0	1	1	172	19:00	1	53	10	1	1	1	1	2	0	0	0	0	70														
7:15	0	150	13	2	2	4	0	0	2	1	0	1	1	177	19:15	0	48	5	0	2	0	0	1	0	0	0	0	56														
7:30	3	137	10	1	2	4	0	0	3	1	0	0	0	161	19:30	0	42	6	0	1	1	0	0	1	0	0	1	52														
7:45	0	104	9	1	5	4	1	0	2	1	0	0	0	128	19:45	0	59	5	0	2	0	0	0	1	0	0	0	67														
8:00	0	89	13	2	4	1	1	1	2	1	0	0	0	115	20:00	0	49	9	0	2	0	0	1	2	0	0	0	63														
8:15	0	83	9	3	2	3	0	0	0	0	0	0	1	102	20:15	0	40	6	0	0	0	0	2	0	0	1	0	0	49													
8:30	0	69	14	1	5	1	0	0	0	2	0	0	0	92	20:30	0	47	4	0	0	0	1	0	0	3	0	0	1	56													
8:45	0	50	11	0	6	0	1	1	3	0	0	0	0	72	20:45	0	51	8	0	2	0	0	1	1	0	0	0	63														
9:00	0	35	14	1	5	3	1	2	3	0	0	0	1	65	21:00	2	35	4	0	0	0	0	1	1	0	0	0	43														
9:15	0	32	13	0	5	3	0	0	6	0	0	0	0	59	21:15	0	24	6	0	0	1	0	1	2	0	0	1	0	35													
9:30	0	44	15	1	2	2	0	0	2	0	0	0	0	68	21:30	1	32	6	0	2	0	0	0	0	0	0	0	41														
9:45	0	49	8	0	7	1	0	0	2	1	0	0	0	68	21:45	0	35	3	0	2	2	0	0	0	0	0	0	42														
10:00	0	56	7	1	3	2	0	0	1	0	0	0	1	71	22:00	0	26	3	0	1	2	0	0	0	0	0	0	32														
10:15	0	53	10	0	3	2	0	0	1	3	0	0	0	72	22:15	1	14	1	0	0	1	0	1	1	0	0	0	19														
10:30	0	52	15	0	3	4	0	0	2	0	0	0	0	76	22:30	0	22	1	0	1	1	0	0	4	0	0	0	29														
10:45	0	51	14	0	3	6	0	0	3	0	0	0	0	77	22:45	0	16	1	0	0	0	0	0	0	0	0	0	17														
11:00	0	53	11	2	8	4	0	0	4	0	0	0	0	82	23:00	0	15	0	0	1	0	0	0	1	0	0	0	17														
11:15	0	56	12	2	6	0	0	0	0	3	0	0	0	79	23:15	0	11	0	0	0	1	0	0	1	0	0	0	1	14													
11:30	0	75	8	0	7	3	0	0	2	0	0	0	1	96	23:30	0	9	3	0	1	0	0	0	0	0	0	0	13														
11:45	0	62	12	1	2	2	0	0	2	0	0	0	0	81	23:45	0	15	0	0	0	0	0	1	1	0	0	0	17														
TOTAL	6	2,387	396	24	114	74	5	22	63	4	4	2	7	3,108	TOTAL	13	2,529	392	20	131	60	4	43	76	1	7	2	9	3,287													
																PM PEAK HOUR 2:15 PM													470													
																AM PEAK HOUR 6:45 AM													660													

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	19	4,916	788	44	245	134	9	65	139	5	11	4	16	6,395
% OF TOTAL	0.3%	76.9%	12.3%	0.7%	3.8%	2.1%	0.1%	1.0%	2.2%	0.1%	0.2%	0.1%	0.3%	100.0%

Class 1 2 3 4 5 6 7 8 9 10 11 12 13

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, May 08, 2018
JOB #: SC1715

LOCATION# Fontana
CLASS2 Slover east of Oleander

AM TIME	EASTBOUND													PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13		1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	86	15	2	3	3	0	1	4	1	0	1	0	
0:15	0	8	1	0	0	1	0	0	0	0	0	0	0	11	0	79	15	1	1	3	0	1	3	0	1	0	0	
0:30	0	9	1	0	0	0	0	1	0	0	0	0	0	11	0	94	15	1	2	2	0	2	3	1	2	0	0	
0:45	0	6	2	0	0	0	0	0	1	0	0	0	0	9	2	74	8	2	6	0	1	2	5	0	0	0	0	
1:00	1	3	1	0	0	0	0	0	0	0	0	0	0	5	13:00	67	15	2	1	4	0	0	3	0	0	0	1	
1:15	0	2	1	0	0	0	0	0	0	0	0	0	0	4	13:15	0	73	18	0	3	4	0	0	3	0	0	0	
1:30	0	12	1	0	1	0	0	1	0	0	0	0	0	15	13:30	0	118	20	0	5	1	0	1	2	0	1	1	
1:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:45	2	109	17	1	5	4	0	2	1	0	0	0	
2:00	0	6	0	0	0	0	0	0	0	0	1	0	0	7	14:00	1	89	13	1	1	4	0	2	4	0	0	0	
2:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6	14:15	0	95	12	1	5	5	1	1	1	0	0	0	
2:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	14:30	1	227	20	2	4	1	2	1	0	0	2	1	
2:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	14:45	0	225	18	1	3	6	0	2	1	0	1	2	
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:00	2	266	22	0	3	6	3	0	2	1	0	1	
3:15	0	8	1	0	0	0	0	1	0	0	0	0	0	10	15:15	1	238	19	1	3	4	0	2	4	1	0	1	
3:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	15:30	0	241	17	2	5	4	2	0	3	0	3	0	
3:45	0	5	0	0	1	0	0	0	0	0	0	0	0	6	15:45	1	216	14	1	7	4	1	0	1	0	1	2	
4:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15	16:00	2	249	15	1	4	6	2	3	2	1	0	1	
4:15	0	6	1	0	1	0	0	0	0	0	0	0	0	8	16:15	1	219	20	0	4	5	2	0	2	0	2	1	
4:30	0	5	0	0	0	0	0	0	1	0	0	0	0	7	16:30	0	187	20	0	6	6	2	0	3	0	1	1	
4:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	16:45	1	187	20	3	4	3	0	4	1	0	1	2	
5:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	17:00	0	258	21	0	1	5	1	2	2	0	1	1	
5:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9	17:15	3	214	22	0	8	4	0	3	0	0	1	1	
5:30	0	10	3	0	3	0	0	0	0	0	0	0	0	16	17:30	1	201	14	0	3	1	0	1	1	0	0	1	
5:45	0	19	5	1	0	0	0	1	1	0	0	0	0	27	17:45	0	153	10	0	7	5	0	1	2	0	0	0	
6:00	1	26	3	0	2	1	0	0	2	0	0	0	0	35	18:00	0	127	12	0	3	3	0	1	2	0	0	1	
6:15	0	47	5	0	2	0	0	0	1	0	1	0	0	56	18:15	0	104	18	1	4	1	1	1	2	0	1	0	
6:30	2	53	8	1	2	2	0	0	1	0	0	0	0	69	18:30	0	86	14	0	0	0	0	3	0	0	1	0	
6:45	0	61	11	0	4	1	1	0	0	0	0	0	0	78	18:45	0	79	11	1	3	0	0	2	0	0	1	0	
7:00	0	133	14	0	1	1	0	0	2	0	0	0	0	151	19:00	0	87	10	1	0	0	0	1	1	0	0	0	
7:15	1	157	13	1	5	3	0	0	1	0	0	0	0	181	19:15	0	75	8	0	3	0	0	1	0	0	0	0	
7:30	1	111	16	1	5	2	0	0	2	0	0	0	0	138	19:30	0	69	6	0	1	3	0	0	0	0	0	0	
7:45	1	59	9	1	4	1	0	0	2	0	0	0	0	77	19:45	0	92	8	0	1	1	0	0	0	0	0	0	
8:00	1	52	13	0	2	2	0	0	2	0	1	0	2	75	20:00	0	65	13	0	1	0	0	1	0	0	0	0	
8:15	0	51	9	0	3	0	0	1	3	0	0	0	0	67	20:15	2	58	8	0	0	0	1	0	0	0	0	0	
8:30	0	52	6	2	6	1	0	0	1	0	0	0	0	68	20:30	1	34	11	0	0	0	0	0	1	0	0	0	
8:45	1	72	11	1	4	5	0	1	0	0	0	0	0	95	20:45	1	29	2	0	0	0	0	1	1	0	0	0	
9:00	0	53	8	0	4	1	0	0	3	0	0	0	0	69	21:00	0	24	4	0	1	0	0	4	0	0	0	0	
9:15	0	53	8	1	3	0	0	0	3	0	0	0	0	68	21:15	0	31	5	1	0	0	0	0	0	0	0	0	
9:30	0	46	9	0	3	2	0	0	0	0	0	0	0	60	21:30	0	33	7	0	0	1	0	2	3	0	0	0	
9:45	1	59	10	0	4	1	0	0	3	0	0	0	0	78	21:45	0	35	3	0	3	0	0	0	0	0	0	0	
10:00	1	68	8	0	3	2	0	1	1	0	0	0	0	84	22:00	0	35	5	0	0	1	0	0	0	0	0	0	
10:15	0	66	17	1	8	2	0	0	1	0	0	1	0	96	22:15	0	29	1	0	0	0	0	1	0	0	0	0	
10:30	1	59	10	0	5	2	0	0	0	0	0	0	0	77	22:30	0	23	4	0	0	0	0	0	0	0	0	0	
10:45	0	62	13	0	5	2	0	0	0	0	0	0	0	82	22:45	0	17	2	0	0	0	0	0	0	0	0	0	
11:00	0	84	10	0	5	1	0	1	3	0	0	0	2	106	23:00	0	22	2	0	0	0	0	0	0	0	0	0	
11:15	0	59	15	1	7	0	1	0	1	0	0	0	0	84	23:15	0	22	0	0	0	0	1	0	0	0	0	0	
11:30	0	98	15	0	3	4	0	0	2	0	0	0	0	122	23:30	0	17	0	0	0	0	0	0	0	0	0	0	
11:45	0	95	7	0	7	0	1	1	0	0	0	0	0	111	23:45	0	13	3	0	1	0	0	0	0	0	0	0	
TOTAL	12	1,856	277	11	104	37	3	10	38	0	3	1	4	2,356	TOTAL	23	5,171	557	26	112	108	17	51	65	5	15	17	21
															AM PEAK HOUR										2:45 PM			
															PM PEAK VOLUME										1,119			

TOTAL: AM+PM	35	7,027	834	37	216	145	20	61	103	5	18	18	25	8,544
% OF TOTAL	0.4%	82.2%	9.8%	0.4%	2.5%	1.7%	0.2%	0.7%	1.2%	0.1%	0.2%	0.2%	0.3%	100.0%

Class 1 2 3 4 5 6 7 8 9 10 11 12 13

TOTAL: ALL	51	12,507	1,550	69	571	254	29	111	201	8	38	31	46	15,466
% OF TOTAL	0.6%	146.4%	18.1%	0.8%	6.7%	3.0%	0.3%	1.3%	2.4%	0.1%	0.4%	0.5%	0.5%	100.0%

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, May 08, 2018
JOB #: SC1715

LOCATION# Fontana
CLASS2 Slover east of Oleander

AM TIME	WESTBOUND													PM Time	WESTBOUND													TOTAL			
	AM PEAK HOUR														PM PEAK HOUR																
	1	2	3	4	5	6	7	8	9	10	11	12	13		1	2	3	4	5	6	7	8	9	10	11	12	13				
0:00	0	4	0	0	0	1	0	0	0	0	0	0	0	6	12:00	0	47	8	0	11	1	0	0	0	1	0	0	69			
0:15	0	15	1	0	0	0	0	0	1	0	0	0	0	17	12:15	0	59	9	0	4	3	0	0	1	0	1	0	78			
0:30	0	8	2	0	1	0	0	0	1	0	0	0	0	12	12:30	0	60	9	0	8	2	0	1	1	0	0	0	81			
0:45	0	10	3	0	1	1	0	0	0	0	0	0	0	15	12:45	0	64	7	1	4	0	0	0	1	0	0	0	77			
1:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:00	2	54	15	0	7	0	1	0	4	0	1	0	84			
1:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6	13:15	0	64	16	0	6	0	0	2	4	0	1	0	93			
1:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	13:30	0	78	15	1	10	1	0	1	2	0	0	1	109			
1:45	0	3	1	0	0	0	0	0	1	0	0	0	0	5	13:45	0	59	5	0	9	1	1	0	5	0	0	0	80			
2:00	0	4	1	0	0	1	0	0	0	0	0	0	0	6	14:00	0	73	10	0	6	1	0	2	2	1	2	0	99			
2:15	0	2	1	0	3	1	0	0	0	0	0	0	0	7	14:15	0	139	14	0	6	3	0	2	0	0	0	1	165			
2:30	0	3	1	0	1	0	0	0	0	0	0	0	0	5	14:30	0	162	18	0	8	3	0	1	0	1	0	0	193			
2:45	0	4	1	0	0	1	0	0	0	0	0	0	0	6	14:45	0	114	11	2	4	3	0	0	2	0	2	0	139			
3:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9	15:00	0	93	8	0	7	1	0	0	0	0	1	0	110			
3:15	0	9	0	0	1	1	0	0	0	0	0	0	0	11	15:15	0	60	17	2	7	3	2	0	3	0	1	0	95			
3:30	0	19	5	0	2	0	0	0	0	0	0	0	0	26	15:30	1	117	12	0	5	2	0	0	3	0	2	0	142			
3:45	0	16	2	0	1	0	0	0	0	0	0	0	0	19	15:45	0	79	7	0	7	2	0	1	1	0	0	3	100			
4:00	0	20	5	0	1	0	0	0	0	1	0	0	0	27	16:00	0	63	17	3	4	4	0	2	4	0	1	0	1	99		
4:15	0	28	7	1	0	0	0	0	0	0	0	0	0	36	16:15	0	70	12	0	3	1	0	2	1	0	0	0	89			
4:30	0	48	5	0	2	0	0	0	1	1	0	0	0	57	16:30	0	68	9	0	8	0	0	3	2	0	0	0	90			
4:45	0	49	3	1	2	0	0	0	0	0	0	0	0	55	16:45	0	62	4	0	5	1	0	1	0	0	0	0	74			
5:00	0	35	7	0	1	0	0	0	0	0	0	0	0	43	17:00	2	55	13	2	2	1	0	2	3	0	1	1	0	82		
5:15	0	42	4	1	2	1	0	0	0	0	0	0	0	51	17:15	0	70	10	0	7	0	0	2	1	0	1	0	0	91		
5:30	0	90	14	0	5	1	0	0	0	0	0	0	0	110	17:30	0	80	3	0	4	1	0	0	1	0	0	0	0	89		
5:45	0	92	11	0	6	0	1	0	0	0	0	0	0	110	17:45	0	77	9	2	3	2	1	0	1	0	0	1	0	97		
6:00	0	53	16	1	4	1	0	0	1	0	0	0	0	76	18:00	0	71	9	0	1	1	0	2	0	0	0	1	1	85		
6:15	0	113	14	2	5	3	2	1	1	0	0	0	1	0	142	18:15	0	53	5	0	3	1	0	1	0	0	0	0	63		
6:30	2	138	10	1	6	2	0	0	0	0	0	0	0	159	18:30	0	41	6	0	5	1	0	0	3	0	0	0	0	56		
6:45	0	166	21	0	4	1	0	0	0	0	0	0	1	0	193	18:45	0	54	4	0	4	1	0	2	0	0	0	0	65		
7:00	0	235	18	0	9	5	0	0	0	0	0	0	0	1	268	19:00	1	54	12	0	1	2	0	1	0	0	0	0	71		
7:15	1	279	27	1	4	2	1	0	0	0	0	0	0	1	316	19:15	1	44	5	0	3	0	0	1	0	0	0	0	54		
7:30	1	155	17	1	7	3	0	0	1	0	0	0	0	0	185	19:30	0	54	3	0	3	3	0	1	1	0	0	0	65		
7:45	1	150	17	0	6	7	0	1	1	0	0	0	1	2	186	19:45	0	57	6	0	3	0	0	0	0	0	0	0	66		
8:00	0	86	9	0	5	2	0	1	2	0	0	0	1	106	20:00	0	36	2	0	5	0	0	1	2	0	0	0	0	47		
8:15	0	98	8	2	2	2	0	0	0	1	0	0	1	0	114	20:15	0	39	4	0	2	0	0	1	0	0	1	0	47		
8:30	1	72	13	1	5	4	0	0	0	0	0	0	0	99	20:30	1	54	2	0	1	1	0	0	3	0	0	0	0	62		
8:45	0	53	9	1	4	0	0	0	0	1	0	0	1	70	20:45	0	45	7	0	3	0	0	1	0	0	0	0	0	56		
9:00	1	46	10	0	7	1	0	2	2	0	0	1	0	71	21:00	1	28	5	0	1	2	0	1	1	0	0	0	0	39		
9:15	0	45	11	0	9	1	0	0	5	0	0	0	0	71	21:15	0	28	3	0	2	1	0	1	2	1	0	0	0	38		
9:30	0	50	13	1	5	2	0	1	1	0	0	0	0	73	21:30	0	38	5	0	1	0	0	0	0	0	0	0	0	44		
9:45	0	49	5	0	5	1	0	2	2	0	0	1	0	65	21:45	0	35	8	0	2	0	0	0	0	0	0	0	0	45		
10:00	0	53	8	1	6	2	0	0	0	0	0	0	0	70	22:00	0	22	3	0	1	1	0	0	0	0	0	0	0	27		
10:15	0	60	7	0	4	1	0	2	3	0	0	0	0	1	78	22:15	0	15	0	0	0	1	0	1	1	0	0	0	18		
10:30	0	56	8	0	6	3	0	0	0	0	0	0	1	74	22:30	0	20	4	0	1	0	0	0	4	0	0	0	0	29		
10:45	0	53	12	0	2	5	0	0	0	3	0	1	0	0	76	22:45	0	14	0	0	0	0	0	0	0	0	0	0	14		
11:00	0	51	13	1	8	1	0	0	0	2	1	0	0	0	77	23:00	0	13	0	0	1	0	0	0	1	0	0	0	16		
11:15	0	55	7	2	9	0	0	0	2	1	0	0	0	1	76	23:15	0	7	1	0	0	0	0	1	0	0	0	0	9		
11:30	0	66	5	0	9	1	0	0	0	0	0	0	0	82	23:30	0	9	2	0	2	0	0	0	0	0	0	0	0	13		
11:45	0	57	6	1	4	1	0	2	0	0	0	0	0	71	23:45	0	19	0	0	0	0	0	0	0	0	0	0	0	19		
TOTAL	7	2,763	362	19	165	58	4	13	36	1	5	5	11	3,449	TOTAL	9	2,717	354	13	190	51	5	37	62	2	15	8	10	3,473		
															AM PEAK HOUR															2:15 PM	
															PM PEAK HOUR															607	

TOTAL: AM+PM	16	5,480	716	32	355	109	9	50	98	3	20	13	21	6,922
% OF TOTAL	0.2%	79.2%	10.3%	0.5%	5.1%	1.6%	0.1%	0.7%	1.4%	0.0%	0.3%	0.2%	0.3%	100.0%

Class 1 2 3 4 5 6 7 8 9 10 11 12 13

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
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CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92878

Phone: (951) 268-6268

email: counts@countsunlimited.com

City of Fontana
Slover Avenue
E/Citrus Avenue
24 Hour Directional Classification Count

FON001

Site Code: 051-21403

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/19/21	0	4	27	0	8	0	0	0	2	0	0	0	0	41
01:00	0	2	17	0	4	0	0	1	1	0	0	0	0	25
02:00	0	1	18	1	4	0	0	0	3	0	0	1	0	28
03:00	0	5	11	0	3	0	0	0	1	0	0	0	0	20
04:00	1	27	8	1	5	1	0	3	2	0	0	0	0	48
05:00	0	51	18	1	9	0	0	1	2	0	0	0	0	82
06:00	0	107	29	2	12	2	0	5	5	0	1	0	0	163
07:00	0	214	57	3	21	1	0	9	7	1	0	0	1	314
08:00	2	287	79	1	25	5	0	7	4	1	0	0	1	412
09:00	1	184	69	6	26	7	0	16	5	0	0	0	0	314
10:00	1	202	64	5	21	10	0	8	10	1	0	1	0	323
11:00	0	200	79	8	32	3	0	16	8	2	2	0	1	351
12 PM	2	190	113	9	41	1	0	20	9	0	0	0	1	386
13:00	2	57	216	17	74	5	0	27	7	3	0	0	0	408
14:00	6	75	283	13	91	8	0	33	6	3	4	1	2	525
15:00	7	119	318	13	75	3	1	63	6	3	1	1	5	615
16:00	10	65	378	28	151	9	1	76	15	8	2	1	1	745
17:00	4	65	371	13	159	6	1	64	10	5	0	1	1	700
18:00	2	22	216	10	100	3	0	29	7	1	1	0	0	391
19:00	0	24	144	7	47	1	0	12	5	0	2	0	0	242
20:00	3	18	119	6	51	2	0	6	3	0	0	0	0	208
21:00	1	9	78	5	26	1	0	2	1	0	0	0	0	123
22:00	0	5	61	1	13	0	0	2	2	0	0	0	0	84
23:00	0	6	36	0	9	0	0	1	0	0	0	0	0	52
Total	42	1939	2809	150	1007	68	3	401	121	28	13	6	13	6600
Percent	0.6%	29.4%	42.6%	2.3%	15.3%	1.0%	0.0%	6.1%	1.8%	0.4%	0.2%	0.1%	0.2%	
AM Peak	08:00	08:00	08:00	11:00	11:00	10:00		09:00	10:00	11:00	11:00	02:00	07:00	08:00
Vol.	2	287	79	8	32	10		16	10	2	2	1	1	412
PM Peak	16:00	12:00	16:00	16:00	17:00	16:00	15:00	16:00	16:00	16:00	14:00	14:00	15:00	16:00
Vol.	10	190	378	28	159	9	1	76	15	8	4	1	5	745
Grand Total	42	1939	2809	150	1007	68	3	401	121	28	13	6	13	6600
Percent	0.6%	29.4%	42.6%	2.3%	15.3%	1.0%	0.0%	6.1%	1.8%	0.4%	0.2%	0.1%	0.2%	

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92878

Phone: (951) 268-6268

email: counts@countsunlimited.com

City of Fontana
Slover Avenue
E/Citrus Avenue
24 Hour Directional Classification Count

FON001
Site Code: 051-21403

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/19/21	1	41	6	0	1	4	0	0	1	0	0	0	0	54
01:00	0	20	6	0	1	4	0	1	3	0	0	0	0	35
02:00	0	19	2	0	0	0	0	0	2	0	0	0	0	23
03:00	1	53	13	0	1	1	1	0	1	0	0	0	0	71
04:00	2	137	35	2	8	1	0	1	1	0	0	0	0	187
05:00	3	238	47	3	15	1	0	6	7	2	0	0	1	323
06:00	2	196	60	0	16	11	0	3	9	1	0	0	2	300
07:00	6	272	106	8	31	3	1	14	13	5	0	0	2	461
08:00	3	224	82	9	33	8	1	9	9	2	2	0	2	384
09:00	2	151	63	6	29	5	3	10	18	0	0	1	1	289
10:00	1	145	72	5	23	5	0	10	12	1	0	0	1	275
11:00	4	188	72	7	24	11	1	5	12	0	0	0	0	324
12 PM	2	187	46	11	30	5	1	8	12	0	1	0	1	304
13:00	7	221	76	7	30	9	0	7	14	0	0	0	0	371
14:00	3	241	59	4	22	7	3	14	10	0	3	0	0	366
15:00	1	299	114	10	27	7	0	17	13	2	1	0	1	492
16:00	6	275	77	3	17	7	1	11	7	1	1	0	1	407
17:00	5	263	49	4	22	6	0	10	8	0	0	1	0	368
18:00	1	235	55	3	17	6	0	7	3	0	0	0	0	327
19:00	3	181	48	1	12	4	0	5	2	1	0	0	0	257
20:00	2	158	21	4	8	2	1	2	3	1	1	0	1	204
21:00	0	95	17	0	0	2	0	2	5	0	1	0	0	122
22:00	1	53	11	1	3	1	0	1	2	0	0	0	0	73
23:00	0	40	9	0	3	6	0	1	3	0	0	0	0	62
Total	56	3932	1146	88	373	116	13	144	170	16	10	2	13	6079
Percent	0.9%	64.7%	18.9%	1.4%	6.1%	1.9%	0.2%	2.4%	2.8%	0.3%	0.2%	0.0%	0.2%	
AM Peak	07:00	07:00	07:00	08:00	08:00	06:00	09:00	07:00	09:00	07:00	08:00	09:00	06:00	07:00
Vol.	6	272	106	9	33	11	3	14	18	5	2	1	2	461
PM Peak	13:00	15:00	15:00	12:00	12:00	13:00	14:00	15:00	13:00	15:00	14:00	17:00	12:00	15:00
Vol.	7	299	114	11	30	9	3	17	14	2	3	1	1	492
Grand Total	56	3932	1146	88	373	116	13	144	170	16	10	2	13	6079
Percent	0.9%	64.7%	18.9%	1.4%	6.1%	1.9%	0.2%	2.4%	2.8%	0.3%	0.2%	0.0%	0.2%	

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92878

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City of Fontana
Slover Avenue
E/Citrus Avenue
24 Hour Directional Classification Count

FON001
Site Code: 051-21403

Easbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/19/21	1	45	33	0	9	4	0	0	3	0	0	0	0	95
01:00	0	22	23	0	5	4	0	2	4	0	0	0	0	60
02:00	0	20	20	1	4	0	0	0	5	0	0	1	0	51
03:00	1	58	24	0	4	1	1	0	2	0	0	0	0	91
04:00	3	164	43	3	13	2	0	4	3	0	0	0	0	235
05:00	3	289	65	4	24	1	0	7	9	2	0	0	0	405
06:00	2	303	89	2	28	13	0	8	14	1	1	0	2	463
07:00	6	486	163	11	52	4	1	23	20	6	0	0	3	775
08:00	5	511	161	10	58	13	1	16	13	3	2	0	3	796
09:00	3	335	132	12	55	12	3	26	23	0	0	1	1	603
10:00	2	347	136	10	44	15	0	18	22	2	0	1	1	598
11:00	4	388	151	15	56	14	1	21	20	2	2	0	1	675
12 PM	4	377	159	20	71	6	1	28	21	0	1	0	2	690
13:00	9	278	292	24	104	14	0	34	21	3	0	0	0	779
14:00	9	316	342	17	113	15	3	47	16	3	7	1	2	891
15:00	8	418	432	23	102	10	1	80	19	5	2	1	2	1107
16:00	16	340	455	31	168	16	2	87	22	9	3	1	2	1152
17:00	9	328	420	17	181	12	1	74	18	5	0	2	1	1068
18:00	3	257	271	13	117	9	0	36	10	1	1	0	0	718
19:00	3	205	192	8	59	5	0	17	7	1	2	0	0	499
20:00	5	176	140	10	59	4	1	8	6	1	1	0	1	412
21:00	1	104	95	5	26	3	0	4	6	0	1	0	0	245
22:00	1	58	72	2	16	1	0	3	4	0	0	0	0	157
23:00	0	46	45	0	12	6	0	2	3	0	0	0	0	114
Total	98	5871	3955	238	1380	184	16	545	291	44	23	8	26	12679
Percent	0.8%	46.3%	31.2%	1.9%	10.9%	1.5%	0.1%	4.3%	2.3%	0.3%	0.2%	0.1%	0.2%	
AM Peak	07:00	08:00	07:00	11:00	08:00	10:00	09:00	09:00	09:00	07:00	08:00	02:00	07:00	08:00
Vol.	6	511	163	15	58	15	3	26	23	6	2	1	3	796
PM Peak	16:00	15:00	16:00	16:00	17:00	16:00	14:00	16:00	16:00	16:00	14:00	17:00	15:00	16:00
Vol.	16	418	455	31	181	16	3	87	22	9	7	2	6	1152
Grand Total	98	5871	3955	238	1380	184	16	545	291	44	23	8	26	12679
Percent	0.8%	46.3%	31.2%	1.9%	10.9%	1.5%	0.1%	4.3%	2.3%	0.3%	0.2%	0.1%	0.2%	

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92878

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City of Fontana
Slover Avenue
E/Cypress Avenue
24 Hour Directional Classification Count

FON003
Site Code: 051-21403

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/17/21	0	34	3	0	3	0	0	0	1	0	0	0	0	41
01:00	0	21	5	0	0	0	0	1	0	1	0	0	0	28
02:00	0	21	6	0	0	0	0	0	2	0	1	0	0	30
03:00	0	32	6	1	1	0	0	1	1	0	0	0	0	42
04:00	0	49	20	1	15	0	0	4	0	0	0	0	0	89
05:00	0	98	32	1	17	0	0	0	0	0	0	0	0	148
06:00	0	95	42	2	29	0	0	13	3	0	0	0	0	184
07:00	2	184	63	4	39	1	0	18	1	1	0	0	0	313
08:00	0	256	73	4	53	0	0	20	0	0	1	0	0	407
09:00	1	187	83	9	43	3	0	24	1	0	2	0	0	353
10:00	0	203	69	4	45	0	0	22	0	0	1	0	0	344
11:00	2	257	96	9	50	3	0	19	4	0	1	0	1	442
12 PM	0	293	77	6	28	0	0	21	4	0	1	0	0	430
13:00	2	306	83	8	23	2	0	29	1	3	0	0	0	457
14:00	1	354	91	6	30	3	0	29	1	1	5	0	0	521
15:00	2	504	123	6	40	6	0	25	3	3	4	0	1	717
16:00	2	507	123	10	48	2	0	32	1	0	5	0	0	730
17:00	0	510	101	3	37	1	0	29	1	3	2	1	0	688
18:00	0	356	75	3	21	0	0	18	2	0	1	0	0	476
19:00	0	240	59	3	16	0	0	11	0	0	1	0	0	330
20:00	0	180	41	1	14	0	0	7	1	0	1	0	0	245
21:00	0	81	21	1	5	0	0	2	0	0	0	0	0	110
22:00	0	63	8	0	3	0	0	2	0	0	0	0	0	76
23:00	0	28	5	0	1	0	0	1	0	0	0	0	0	35
Total	12	4859	1305	82	561	21	0	328	27	12	26	1	2	7236
Percent	0.2%	67.2%	18.0%	1.1%	7.8%	0.3%	0.0%	4.5%	0.4%	0.2%	0.4%	0.0%	0.0%	
AM Peak	07:00	11:00	11:00	09:00	08:00	09:00		09:00	11:00	01:00	09:00		11:00	11:00
Vol.	2	257	96	9	53	3		24	4	1	2		1	442
PM Peak	13:00	17:00	15:00	16:00	16:00	15:00		16:00	12:00	13:00	14:00	17:00	15:00	16:00
Vol.	2	510	123	10	48	6		32	4	3	5	1	1	730
Grand Total	12	4859	1305	82	561	21	0	328	27	12	26	1	2	7236
Percent	0.2%	67.2%	18.0%	1.1%	7.8%	0.3%	0.0%	4.5%	0.4%	0.2%	0.4%	0.0%	0.0%	

Counts Unlimited, Inc.

PO Box 1178

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City of Fontana
Slover Avenue
E/ Cypress Avenue
24 Hour Directional Classification Count
Westbound

FON003
Site Code: 051-21403

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/17/21	0	35	2	0	2	0	0	0	0	0	0	0	0	39
01:00	1	11	3	0	1	2	0	0	1	0	0	0	0	19
02:00	1	18	5	0	0	0	0	0	2	0	0	0	0	26
03:00	0	37	9	0	0	0	0	0	1	0	0	0	0	47
04:00	1	95	26	1	8	4	0	0	3	0	0	0	0	138
05:00	3	110	38	2	10	2	0	3	9	0	0	0	0	177
06:00	3	181	48	4	25	0	0	4	6	1	0	0	0	272
07:00	1	340	92	4	26	6	0	12	9	2	0	0	1	493
08:00	2	268	80	6	18	8	0	7	5	0	0	0	0	395
09:00	5	190	56	7	26	4	0	6	12	2	1	0	0	309
10:00	2	248	67	12	25	8	0	8	12	0	0	0	1	383
11:00	4	234	71	6	19	4	0	7	10	3	1	0	0	359
12 PM	6	260	58	10	21	8	1	9	11	1	0	0	0	385
13:00	3	276	70	3	13	7	1	9	11	1	0	0	1	395
14:00	3	334	90	7	24	7	0	9	14	2	0	1	1	492
15:00	5	388	116	13	21	7	1	7	15	1	0	0	3	577
16:00	6	424	105	4	26	5	0	17	11	0	0	0	2	600
17:00	5	365	94	3	12	6	1	9	6	2	1	0	1	505
18:00	3	292	51	4	5	4	0	2	5	0	0	0	1	367
19:00	4	234	37	1	8	2	0	4	3	0	0	0	0	293
20:00	1	204	35	2	7	1	0	3	5	0	0	0	0	258
21:00	0	165	32	0	5	1	0	1	0	0	0	0	0	204
22:00	1	82	16	0	5	0	0	2	3	0	0	0	0	109
23:00	0	40	9	0	1	2	0	1	2	0	0	0	0	55
Total	60	4831	1210	89	308	88	4	120	156	15	3	1	12	6897
Percent	0.9%	70.0%	17.5%	1.3%	4.5%	1.3%	0.1%	1.7%	2.3%	0.2%	0.0%	0.0%	0.2%	
AM Peak	09:00	07:00	07:00	10:00	07:00	08:00		07:00	09:00	11:00	09:00		07:00	07:00
Vol.	5	340	92	12	26	8		12	12	3	1		1	493
PM Peak	12:00	16:00	15:00	15:00	16:00	12:00	12:00	16:00	15:00	14:00	17:00	14:00	15:00	16:00
Vol.	6	424	116	13	26	8	1	17	15	2	1	1	3	600
Grand Total	60	4831	1210	89	308	88	4	120	156	15	3	1	12	6897
Percent	0.9%	70.0%	17.5%	1.3%	4.5%	1.3%	0.1%	1.7%	2.3%	0.2%	0.0%	0.0%	0.2%	

Counts Unlimited, Inc.

City of Fontana
Slover Avenue
E/Cypress Avenue
24 Hour Directional Classification Count

PO Box 1178
Corona, CA 92878

Phone: (951) 268-6268

email: counts@countsunlimited.com

FON003
Site Code: 051-21403

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/17/21	0	69	5	0	5	0	0	0	0	1	0	0	0	80
01:00	1	32	8	0	1	2	0	1	1	1	0	0	0	47
02:00	1	39	11	0	0	0	0	0	4	0	1	0	0	56
03:00	0	69	15	1	1	0	0	1	2	0	0	0	0	89
04:00	1	144	46	2	23	4	0	4	3	0	0	0	0	227
05:00	3	208	70	3	27	2	0	3	9	0	0	0	0	325
06:00	3	276	90	6	54	0	0	17	9	1	0	0	0	456
07:00	3	524	155	8	65	7	0	30	10	3	0	0	1	806
08:00	2	524	153	10	71	8	0	27	5	0	1	0	1	802
09:00	6	377	139	16	69	7	0	30	13	2	3	0	0	662
10:00	2	451	136	16	70	8	0	30	12	0	1	0	1	727
11:00	6	491	167	15	69	7	0	26	14	3	2	0	1	801
12 PM	6	553	135	16	49	8	1	30	15	1	1	0	0	815
13:00	5	582	153	11	36	9	1	38	12	4	0	0	1	852
14:00	4	688	181	13	54	10	0	38	15	3	5	0	1	1013
15:00	7	892	239	19	61	13	1	32	18	4	4	0	4	1294
16:00	8	931	228	14	74	7	0	49	12	0	5	0	2	1330
17:00	5	875	195	6	49	7	1	38	7	5	3	1	1	1193
18:00	3	648	126	7	26	4	0	20	7	0	1	0	1	843
19:00	4	474	96	4	24	2	0	15	3	0	1	0	0	623
20:00	1	384	76	3	21	1	0	10	6	0	1	0	0	503
21:00	0	246	53	1	10	1	0	3	0	0	0	0	0	314
22:00	1	145	24	0	8	0	0	4	3	0	0	0	0	185
23:00	0	68	14	0	2	2	0	2	2	0	0	0	0	90
Total	72	9690	2515	171	869	109	4	448	183	27	29	2	14	14133
Percent	0.5%	68.6%	17.8%	1.2%	6.1%	0.8%	0.0%	3.2%	1.3%	0.2%	0.2%	0.0%	0.1%	
AM Peak	09:00	07:00	11:00	09:00	08:00	08:00		07:00	11:00	07:00	09:00		07:00	07:00
Vol.	6	524	167	16	71	8		30	14	3	3		1	806
PM Peak	16:00	16:00	15:00	15:00	16:00	15:00	12:00	16:00	15:00	17:00	14:00	14:00	15:00	16:00
Vol.	8	931	239	19	74	13	1	49	18	5	5	1	4	1330
Grand Total	72	9690	2515	171	869	109	4	448	183	27	29	2	14	14133
Percent	0.5%	68.6%	17.8%	1.2%	6.1%	0.8%	0.0%	3.2%	1.3%	0.2%	0.2%	0.0%	0.1%	

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City of Fontana
Slover Avenue
E/Oleander Avenue
24 Hour Directional Classification Count

Eastbound

FON002
Site Code: 051-21403

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/17/21	0	30	9	0	3	1	0	0	2	0	0	0	0	45
01:00	1	21	6	0	4	1	0	0	1	0	0	0	0	34
02:00	0	9	8	0	1	0	0	0	4	0	0	1	0	23
03:00	0	18	4	0	2	0	0	0	2	0	0	0	0	26
04:00	0	29	18	1	9	3	0	1	4	0	0	0	0	65
05:00	1	72	27	1	12	0	0	0	3	0	0	0	0	116
06:00	2	62	35	2	22	4	1	7	3	0	1	0	0	139
07:00	1	208	109	4	45	4	0	18	9	2	0	0	0	400
08:00	0	356	170	3	52	9	0	27	5	1	0	0	0	623
09:00	3	137	72	8	27	3	0	26	8	0	0	0	3	287
10:00	0	140	72	5	42	9	0	22	8	2	1	0	0	301
11:00	1	180	85	9	50	9	0	27	11	1	3	0	1	377
12 PM	6	187	88	6	49	5	0	26	9	3	2	0	1	382
13:00	4	218	100	8	49	7	0	26	13	1	1	0	0	427
14:00	6	317	132	7	42	9	0	32	12	0	3	0	2	562
15:00	18	429	158	10	49	6	2	21	12	2	5	1	3	716
16:00	8	510	182	17	86	11	0	32	15	5	1	0	0	867
17:00	12	470	153	8	64	12	1	31	9	4	1	1	2	768
18:00	1	296	95	2	36	8	0	16	8	1	2	0	0	465
19:00	0	186	67	3	24	3	0	10	5	1	1	0	0	300
20:00	2	149	52	2	14	2	1	7	5	0	0	0	0	234
21:00	0	85	26	2	6	4	0	1	2	0	0	0	0	126
22:00	1	54	12	1	6	0	0	3	2	0	0	0	0	79
23:00	0	38	13	0	4	0	0	1	0	0	0	0	0	56
Total	67	4201	1693	99	698	110	5	334	152	23	21	3	12	7418
Percent	0.9%	56.6%	22.8%	1.3%	9.4%	1.5%	0.1%	4.5%	2.0%	0.3%	0.3%	0.0%	0.2%	
AM Peak	09:00	08:00	08:00	11:00	08:00	08:00	06:00	08:00	11:00	07:00	11:00	02:00	09:00	08:00
Vol.	3	356	170	9	52	9	1	27	11	2	3	1	3	623
PM Peak	15:00	16:00	16:00	16:00	16:00	17:00	15:00	14:00	16:00	16:00	15:00	15:00	15:00	16:00
Vol.	18	510	182	17	86	12	2	32	15	5	5	1	3	867
Grand Total	67	4201	1693	99	698	110	5	334	152	23	21	3	12	7418
Percent	0.9%	56.6%	22.8%	1.3%	9.4%	1.5%	0.1%	4.5%	2.0%	0.3%	0.3%	0.0%	0.2%	

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City of Fontana
Slover Avenue
E/Oleander Avenue
24 Hour Directional Classification Count

Westbound

FON002
Site Code: 051-21403

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/17/21	0	18	5	0	2	1	0	0	0	0	0	0	0	26
01:00	0	8	2	0	2	2	0	0	2	0	0	0	0	16
02:00	1	14	7	0	2	1	0	1	4	0	0	0	0	30
03:00	0	53	16	0	10	1	0	0	1	0	0	0	0	81
04:00	2	124	40	1	17	5	0	1	5	0	0	0	0	195
05:00	3	168	52	1	18	4	0	1	7	0	0	0	0	254
06:00	3	184	53	2	30	3	0	5	3	3	0	1	0	287
07:00	6	426	159	5	40	7	1	11	6	3	1	0	0	665
08:00	6	297	109	10	39	9	1	12	8	0	1	0	1	493
09:00	4	155	75	12	30	4	1	5	13	2	1	0	0	302
10:00	2	132	66	13	45	5	0	16	9	0	0	0	1	289
11:00	3	145	91	12	27	5	1	15	8	0	1	0	1	309
12 PM	2	171	85	9	51	9	0	10	10	0	0	0	1	348
13:00	1	188	85	3	38	5	0	10	8	1	0	1	0	340
14:00	4	220	95	8	41	6	0	20	12	3	1	2	1	413
15:00	6	364	142	9	31	8	1	12	16	3	0	0	2	594
16:00	6	250	97	3	37	8	0	12	11	1	1	0	0	426
17:00	2	239	78	2	25	8	3	17	6	1	1	0	0	382
18:00	3	207	53	3	20	5	1	4	5	0	0	0	0	301
19:00	1	156	43	2	18	3	0	3	4	0	0	0	0	230
20:00	1	118	25	1	16	2	1	4	4	0	0	0	0	172
21:00	1	87	34	1	13	3	0	1	3	0	0	0	0	143
22:00	1	42	21	0	6	3	0	2	3	0	0	0	1	79
23:00	0	34	7	0	4	1	0	1	3	0	0	0	0	50
Total	58	3800	1440	97	562	108	10	163	151	17	7	4	8	6425
Percent	0.9%	59.1%	22.4%	1.5%	8.7%	1.7%	0.2%	2.5%	2.4%	0.3%	0.1%	0.1%	0.1%	
AM Peak	07:00	07:00	07:00	10:00	10:00	08:00	07:00	10:00	09:00	06:00	07:00	06:00	08:00	07:00
Vol.	6	426	159	13	45	9	1	16	13	3	1	1	1	665
PM Peak	15:00	15:00	15:00	12:00	12:00	12:00	17:00	14:00	15:00	14:00	14:00	14:00	15:00	15:00
Vol.	6	364	142	9	51	9	3	20	16	3	1	2	2	594
Grand Total	58	3800	1440	97	562	108	10	163	151	17	7	4	8	6425
Percent	0.9%	59.1%	22.4%	1.5%	8.7%	1.7%	0.2%	2.5%	2.4%	0.3%	0.1%	0.1%	0.1%	

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City of Fontana
Slover Avenue
E/Oleander Avenue
24 Hour Directional Classification Count

FON002
Site Code: 051-21403

Easbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/17/21	0	48	14	0	5	2	0	0	2	0	0	0	0	71
01:00	1	29	8	0	6	3	0	0	3	0	0	0	0	50
02:00	1	23	15	0	3	1	0	1	8	0	0	1	0	53
03:00	0	71	20	0	12	1	0	0	3	0	0	0	0	107
04:00	2	153	58	2	26	8	0	2	9	0	0	0	0	260
05:00	4	240	79	2	30	4	0	1	10	0	0	0	0	370
06:00	5	246	88	4	52	7	1	12	6	3	1	1	0	426
07:00	7	634	268	9	85	11	1	29	15	5	1	0	0	1065
08:00	6	653	279	13	91	18	1	39	13	1	1	0	1	1116
09:00	7	292	147	20	57	7	1	31	21	2	1	0	3	589
10:00	2	272	138	18	87	14	0	38	17	2	1	0	1	590
11:00	4	325	176	21	77	14	1	42	19	1	4	0	2	686
12 PM	8	358	173	15	100	14	0	36	19	3	2	0	2	730
13:00	5	406	185	11	87	12	0	36	21	2	1	1	0	767
14:00	10	537	227	15	83	15	0	52	24	3	4	2	3	975
15:00	24	793	300	19	80	14	3	33	28	5	5	1	5	1310
16:00	14	760	279	20	123	19	0	44	26	6	2	0	0	1293
17:00	14	709	231	10	89	20	4	48	15	5	2	1	2	1150
18:00	4	503	148	5	56	13	1	20	13	1	2	0	0	766
19:00	1	342	110	5	42	6	0	13	9	1	1	0	0	530
20:00	3	267	77	3	30	4	2	11	9	0	0	0	0	406
21:00	1	172	60	3	19	7	0	2	5	0	0	0	0	269
22:00	2	96	33	1	12	3	0	5	5	0	0	0	1	158
23:00	0	72	20	0	8	1	0	2	3	0	0	0	0	106
Total	125	8001	3133	196	1260	218	15	497	303	40	28	7	20	13843
Percent	0.9%	57.8%	22.6%	1.4%	9.1%	1.6%	0.1%	3.6%	2.2%	0.3%	0.2%	0.1%	0.1%	
AM Peak	07:00	08:00	08:00	11:00	08:00	08:00	06:00	11:00	09:00	07:00	11:00	02:00	09:00	08:00
Vol.	7	653	279	21	91	18	1	42	21	5	4	1	3	1116
PM Peak	15:00	15:00	15:00	16:00	16:00	17:00	17:00	14:00	15:00	16:00	15:00	14:00	15:00	15:00
Vol.	24	793	300	20	123	20	4	52	28	6	5	2	5	1310
Grand Total	125	8001	3133	196	1260	218	15	497	303	40	28	7	20	13843
Percent	0.9%	57.8%	22.6%	1.4%	9.1%	1.6%	0.1%	3.6%	2.2%	0.3%	0.2%	0.1%	0.1%	

APPENDIX 3.2:

EXISTING (2021) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Volume Development - AM Peak Hour

1: Citrus Av. & I-10 WB Ramps

	PHF: 0.935		7:00						Count Date: 3/14/2019				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2021:	0	783	300	0	1,114	545	0	0	0	427	0	466	3,634
2021 2-Axle:	0	21	7	0	25	6	0	0	0	11	0	10	81
2021 3-Axle:	0	7	2	0	9	1	0	0	0	9	0	4	33
2021 4+-Axle:	0	9	27	0	22	4	0	0	0	28	0	9	99
2021 PCE:	0	833	364	0	1196	561	0	0	0	508	0	501	3962

2: Citrus Av. & I-10 EB Ramps

	PHF: 0.922		7:00						Count Date: 3/14/2019				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2021:	0	743	315	611	930	0	340	4	253	0	0	0	3,195
2021 2-Axle:	0	21	5	19	18	0	7	0	19	0	0	0	88
2021 3-Axle:	0	4	5	8	10	0	5	0	1	0	0	0	34
2021 4+-Axle:	0	31	20	18	32	0	5	0	24	0	0	0	129
2021 PCE:	0	831	367	677	1027	0	366	4	320	0	0	0	3,592

3: Citrus Av. & Slover Av.

	PHF: 0.865		7:00						Count Date: 3/4/2019				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	38	592	44	191	400	498	206	156	19	87	422	181	2,834
2019 2-Axle:	1	10	1	2	16	18	7	12	1	5	13	8	94
2019 3-Axle:	0	0	0	1	3	9	7	3	0	0	7	0	30
2019 4+-Axle:	1	16	1	3	16	31	28	5	0	1	7	5	114
2021 PCE:	42	649	48	205	463	605	286	187	20	96	470	204	3276

4: Oleander Av. & Driveway 1

	PHF: 7:15								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2021:	0	15	0	0	10	0	0	0	0	0	0	0	25
2-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0
3-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0
4+-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0
2021 PCE:	0	15	0	0	10	0	0	0	0	0	0	0	25

5: Oleander Av. & Boyle Av./Drw 2

	PHF: 0.750		7:15						Count Date: 4/13/2021				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2021:	83	15	38	0	10	0	0	0	88	49	0	0	283
2-Axle:	0	0	7	0	0	0	0	0	8	8	0	0	23
3-Axle:	2	0	0	0	0	0	0	0	8	8	0	0	18
4+-Axle:	2	0	0	0	0	0	0	0	4	0	0	0	6
2021 PCE:	92	15	46	0	10	0	0	0	118	71	0	0	353

6: Oleander Av. & Driveway 3

	PHF: 7:15								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2021:	0	136	0	0	147	0	0	0	0	0	0	0	283
2-Axle:	0	7	0	0	16	0	0	0	0	0	0	0	23
3-Axle:	0	2	0	0	16	0	0	0	0	0	0	0	18
4+-Axle:	0	2	0	0	4	0	0	0	0	0	0	0	6
2021 PCE:	0	153	0	0	200	0	0	0	0	0	0	0	353

7: Oleander Av. & Slover Av.

	PHF: 0.683		7:00						Count Date: 5/8/2018				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
ADJ Existing 2021:	93	3	315	10	111	26	11	256	209	289	619	121	2,063
2-Axle:	1	2	6	5	5	6	3	24	8	1	26	2	89
3-Axle:	1	0	0	5	4	7	1	6	2	0	7	1	35
4+-Axle:	0	0	0	2	0	2	2	11	4	0	14	0	36
2021 PCE:	96	5	321	27	122	47	20	312	229	290	685	125	2,277

Volume Development - AM Peak Hour

8: Driveway 4 & Slover Av.

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
Existing 2021:								581			1,029		1,610
2-Axle:								35			29		64
3-Axle:								11			8		19
4+-Axle:								13			14		28
2021 PCE:	0	0	0	0	0	0	0	660	0	0	1099	0	1,759

9: Cypress Av. & Slover Av.

	PHF: 0.759				7:00				Count Date: 5/8/2018				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
Existing 2018:	47	282	53	136	321	465	245	272	33	32	481	142	2,509
2018 2-Axle:	2	11	2	4	9	2	9	20	2	2	16	6	85
2018 3-Axle:	1	0	0	0	2	0	2	5	0	0	7	1	18
2018 4+-Axle:	1	3	1	1	0	0	0	13	0	2	14	0	35
2021 PCE:	54	310	59	147	345	483	266	337	36	39	554	155	2,786

10: Juniper Av. & Slover Av.

	PHF: 0.899				7:30				Count Date: 8/17/2021				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
Existing 2021:	33	0	51	8	1	7	10	367	40	68	501	11	1,097
2021 2-Axle:	2	0	3	2	0	2	2	22	0	2	13	1	49
2021 3-Axle:	0	0	0	0	0	1	1	4	0	0	9	4	19
2021 4+-Axle:	0	0	0	1	0	0	1	8	0	0	16	0	26
2021 PCE:	35	0	54	12	1	11	16	411	40	70	560	18	1,227

Volume Development - PM Peak Hour

1: Citrus Av. & I-10 WB Ramps

	PHF: 0.953		4:30		Count Date: 3/14/2019								
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2021:	0	1,150	304	0	839	467	0	0	0	222	0	446	3,428
2021 2-Axle:	0	15	15	0	14	9	0	0	0	17	0	15	87
2021 3-Axle:	0	13	5	0	14	0	0	0	0	3	0	4	40
2021 4+-Axle:	0	11	11	0	18	2	0	0	0	29	0	12	84
2021 PCE:	0	1208	349	0	912	480	0	0	0	303	0	492	3,743

2: Citrus Av. & I-10 EB Ramps

	PHF: 0.936		4:00		Count Date: 8/17/2021								
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2021:	0	996	520	515	546	0	458	3	152	0	0	0	3,190
2021 2-Axle:	0	17	16	11	21	0	13	2	7	0	0	0	87
2021 3-Axle:	0	13	8	10	7	0	5	0	4	0	0	0	47
2021 4+-Axle:	0	20	16	18	30	0	2	0	18	0	0	0	104
2021 PCE:	0	1073	580	577	638	0	483	5	201	0	0	0	3,556

3: Citrus Av. & Slover Av.

	PHF: 0.957		4:30		Count Date: 3/4/2019								
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	21	629	98	204	312	212	574	738	25	57	209	179	3,258
2019 2-Axle:	2	8	2	4	6	18	9	18	2	1	11	5	86
2019 3-Axle:	0	6	1	3	0	6	9	15	0	1	6	1	48
2019 4+-Axle:	3	10	0	4	6	17	17	26	0	2	12	4	101
2021 PCE:	30	682	104	226	338	279	645	850	28	65	259	198	3,702

4: Oleander Av. & Driveway 1

	PHF:		SBL		Count Date:								
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2021:	0	9	0	0	7	0	0	0	0	0	0	0	16
2-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0
3-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0
4+-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0
2021 PCE:	0	9	0	0	7	0	0	0	0	0	0	0	16

5: Oleander Av. & Boyle Av./Drw 2

	PHF: 0.895		5:00		Count Date: 4/13/2021								
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2021:	25	9	15	1	6	0	0	0	32	16	1	0	104
2-Axle:	4	0	1	0	0	0	0	0	4	1	1	0	12
3-Axle:	1	0	0	0	0	0	0	0	1	0	0	0	2
4+-Axle:	4	0	0	0	0	0	0	0	2	0	0	0	6
2021 PCE:	39	9	17	1	6	0	0	0	41	18	2	0	134

6: Oleander Av. & Driveway 3

	PHF:		0:00		Count Date:								
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2021:	0	49	0	0	54	0	0	0	0	0	0	0	102
2-Axle:	0	5	0	0	5	0	0	0	0	0	0	0	10
3-Axle:	0	1	0	0	1	0	0	0	0	0	0	0	2
4+-Axle:	0	4	0	0	2	0	0	0	0	0	0	0	6
2021 PCE:	0	65	0	0	66	0	0	0	0	0	0	0	131

7: Oleander Av. & Slover Av.

	PHF: 0.921		4:30		Count Date: 5/8/2018								
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
ADJ Existing 2021:	48	4	70	20	5	29	28	980	86	52	286	17	1,624
2-Axle:	2	1	1	1	2	2	3	45	5	0	13	1	76
3-Axle:	0	0	1	0	0	1	0	13	2	1	7	1	27
4+-Axle:	1	0	2	1	0	1	4	40	7	0	22	0	79
2021 PCE:	52	5	77	23	7	35	39	1126	109	53	354	19	1,898

Volume Development - PM Peak Hour

8: Driveway 4 & Slover Av.

	PHF:									Count Date:			TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
Existing 2021:								1,070			354		1,424
2-Axle:								47			14		61
3-Axle:								14			9		24
4+-Axle:								43			22		65
2021 PCE:	0	0	0	0	0	0	0	1225	0	0	426	0	1,651

9: Cypress Av. & Slover Av.

	PHF: 0.959			4:45						Count Date: 5/8/2018			TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
Existing 2018:	23	449	27	231	245	110	280	657	55	24	217	245	2,563
2018 2-Axle:	1	18	0	4	3	3	4	32	0	0	9	8	82
2018 3-Axle:	1	3	0	0	1	1	0	12	0	0	6	0	24
2018 4+-Axle:	1	1	0	1	0	0	2	38	0	0	21	2	66
2021 PCE:	28	490	28	245	258	119	298	811	57	25	287	266	2,912

10: Juniper Av. & Slover Av.

	PHF: 0.936			4:00						Count Date: 8/17/2021			TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
Existing 2021:	55	1	64	3	1	7	7	742	50	72	523	6	1,531
2021 2-Axle:	1	0	2	0	1	0	1	29	2	0	14	1	51
2021 3-Axle:	0	0	0	0	0	0	0	20	0	0	8	0	28
2021 4+-Axle:	0	0	1	0	0	0	0	33	1	0	20	1	56
2021 PCE:	56	1	68	3	2	7	8	867	54	72	589	9	1,736

Timings

Slover Av. & Cypress Av. Warehouse (JN 13921)

1: Citrus Av. & I-10 WB Ramps

09/23/2021



Lane Group	WBL	WBR	NBT	NBR	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	508	501	833	364	1196	561
Future Volume (vph)	508	501	833	364	1196	561
Turn Type	Prot	Perm	NA	Perm	NA	Free
Protected Phases	8		2		6	
Permitted Phases		8		2		Free
Detector Phase	8	8	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	26.6	26.6	26.6	26.6	26.6	
Total Split (s)	52.0	52.0	48.0	48.0	48.0	
Total Split (%)	52.0%	52.0%	48.0%	48.0%	48.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	

Lead/Lag

Lead-Lag Optimize?

Recall Mode None None C-Min C-Min C-Min

Intersection Summary

Cycle Length: 100

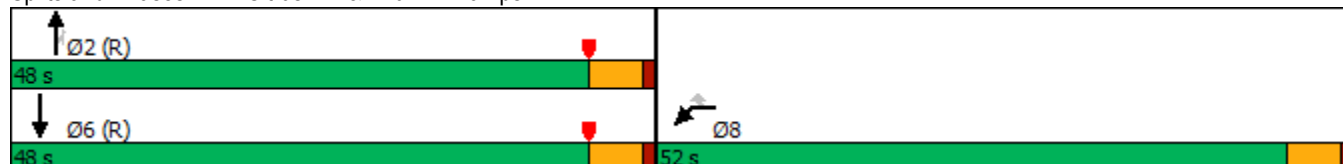
Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 1: Citrus Av. & I-10 WB Ramps



HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 1: Citrus Av. & I-10 WB Ramps 09/23/2021

										
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (veh/h)	508	501	0	833	364	0	1196	561	0	0
Future Volume (veh/h)	508	501	0	833	364	0	1196	561	0	0
Initial Q (Qb), veh	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		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		No				
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	0	1900	1900		
Adj Flow Rate, veh/h	540	321	0	886	377	0	1272	0		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0		
Cap, veh/h	585	916	0	2992	907	0	2082			
Arrive On Green	0.32	0.32	0.00	0.77	0.77	0.00	0.58	0.00		
Sat Flow, veh/h	1810	2834	0	5358	1573	0	3705	1610		
Grp Volume(v), veh/h	540	321	0	886	377	0	1272	0		
Grp Sat Flow(s),veh/h/ln	1810	1417	0	1729	1573	0	1805	1610		
Q Serve(g_s), s	28.8	8.6	0.0	5.1	8.2	0.0	23.0	0.0		
Cycle Q Clear(g_c), s	28.8	8.6	0.0	5.1	8.2	0.0	23.0	0.0		
Prop In Lane	1.00	1.00	0.00		1.00	0.00		1.00		
Lane Grp Cap(c), veh/h	585	916	0	2992	907	0	2082			
V/C Ratio(X)	0.92	0.35	0.00	0.30	0.42	0.00	0.61			
Avail Cap(c_a), veh/h	850	1332	0	2992	907	0	2082			
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00		
Upstream Filter(l)	1.00	1.00	0.00	0.77	0.77	0.00	1.00	0.00		
Uniform Delay (d), s/veh	32.6	25.8	0.0	5.5	5.9	0.0	13.8	0.0		
Incr Delay (d2), s/veh	9.5	0.1	0.0	0.2	1.1	0.0	1.3	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	13.8	2.9	0.0	1.5	2.2	0.0	8.5	0.0		
Unsig. Movement Delay, s/veh										
LnGrp Delay(d),s/veh	42.2	25.9	0.0	5.7	7.0	0.0	15.2	0.0		
LnGrp LOS	D	C	A	A	A	A	B			
Approach Vol, veh/h	861			1263			1272	A		
Approach Delay, s/veh	36.1			6.1			15.2			
Approach LOS	D			A			B			
Timer - Assigned Phs	2					6		8		
Phs Duration (G+Y+Rc), s	62.7					62.7		37.3		
Change Period (Y+Rc), s	5.0					5.0		5.0		
Max Green Setting (Gmax), s	43.0					43.0		47.0		
Max Q Clear Time (g_c+l1), s	10.2					25.0		30.8		
Green Ext Time (p_c), s	4.8					5.6		1.5		
Intersection Summary										
HCM 6th Ctrl Delay			17.1							
HCM 6th LOS			B							
Notes										

Timings
2: Citrus Av. & I-10 EB Ramps

Slover Av. & Cypress Av. Warehouse (JN 13921)

09/23/2021



Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	366	4	831	677	1027
Future Volume (vph)	366	4	831	677	1027
Turn Type	Split	NA	NA	Prot	NA
Protected Phases	4	4	2	1	6
Permitted Phases					
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	25.0	9.0	10.0
Total Split (s)	32.0	32.0	39.0	29.0	68.0
Total Split (%)	32.0%	32.0%	39.0%	29.0%	68.0%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.0	5.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 2: Citrus Av. & I-10 EB Ramps

Ø1	Ø2 (R)	Ø4
29 s	39 s	32 s
Ø6 (R)		
68 s		

HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921) 2: Citrus Av. & I-10 EB Ramps 09/23/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	366	4	320	0	0	0	0	831	367	677	1027	0
Future Volume (veh/h)	366	4	320	0	0	0	0	831	367	677	1027	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	398	4	247				0	903	273	736	1116	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	644	5	291				0	1779	536	789	2587	0
Arrive On Green	0.18	0.18	0.18				0.00	0.45	0.45	0.45	1.00	0.00
Sat Flow, veh/h	3510	26	1588				0	4110	1186	3510	3705	0
Grp Volume(v), veh/h	398	0	251				0	792	384	736	1116	0
Grp Sat Flow(s),veh/h/ln	1755	0	1614				0	1729	1667	1755	1805	0
Q Serve(g_s), s	10.4	0.0	15.0				0.0	16.3	16.4	19.9	0.0	0.0
Cycle Q Clear(g_c), s	10.4	0.0	15.0				0.0	16.3	16.4	19.9	0.0	0.0
Prop In Lane	1.00		0.98				0.00		0.71	1.00		0.00
Lane Grp Cap(c), veh/h	644	0	296				0	1562	753	789	2587	0
V/C Ratio(X)	0.62	0.00	0.85				0.00	0.51	0.51	0.93	0.43	0.00
Avail Cap(c_a), veh/h	948	0	436				0	1562	753	878	2587	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.67	0.67	0.71	0.71	0.00
Uniform Delay (d), s/veh	37.6	0.0	39.5				0.0	19.5	19.5	26.8	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	6.8				0.0	0.8	1.7	11.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	6.2				0.0	6.2	6.2	6.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	0.0	46.2				0.0	20.3	21.2	38.3	0.4	0.0
LnGrp LOS	D	A	D				A	C	C	D	A	A
Approach Vol, veh/h	649						1176			1852		
Approach Delay, s/veh	41.2						20.6			15.4		
Approach LOS	D						C			B		
Timer - Assigned Phs	1	2	4		6							
Phs Duration (G+Y+Rc), s	26.5	50.2	23.3		76.7							
Change Period (Y+Rc), s	4.0	5.0	5.0		5.0							
Max Green Setting (Gmax), s	25.0	34.0	27.0		63.0							
Max Q Clear Time (g_c+I1), s	21.9	18.4	17.0		2.0							
Green Ext Time (p_c), s	0.6	4.5	1.3		5.5							
Intersection Summary												
HCM 6th Ctrl Delay	21.6											
HCM 6th LOS	C											

Timings
3: Citrus Av. & Slover Av.

Slover Av. & Cypress Av. Warehouse (JN 13921)

09/23/2021

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 	 		 		 	 	 	 	 
Traffic Volume (vph)	286	187	96	470	204	42	649	48	205	463
Future Volume (vph)	286	187	96	470	204	42	649	48	205	463
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	10.0	38.3	10.0	41.3	41.3	10.0	41.9	41.9	12.0	36.9
Total Split (s)	15.5	39.1	19.2	42.8	42.8	10.4	42.3	42.3	19.4	51.3
Total Split (%)	12.9%	32.6%	16.0%	35.7%	35.7%	8.7%	35.3%	35.3%	16.2%	42.8%
Yellow Time (s)	3.0	4.3	3.0	4.3	4.3	3.0	3.9	3.9	3.0	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	6.3	5.0	5.9	5.9	5.0	5.9
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

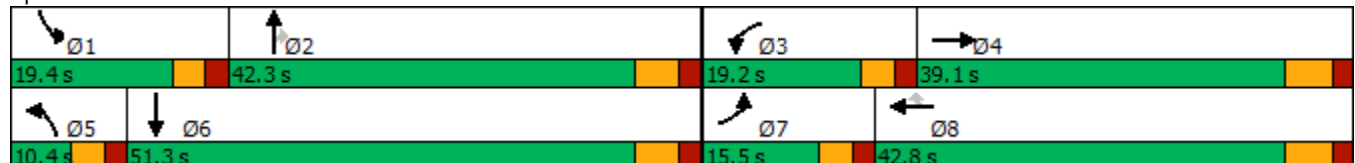
Cycle Length: 120

Actuated Cycle Length: 93.2

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Citrus Av. & Slover Av.



HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 3: Citrus Av. & Slover Av. 09/23/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	187	20	96	470	204	42	649	48	205	463	605
Future Volume (veh/h)	286	187	20	96	470	204	42	649	48	205	463	605
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	333	217	17	112	547	181	49	755	23	238	538	565
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	400	833	65	142	757	335	136	1248	546	314	715	630
Arrive On Green	0.11	0.25	0.25	0.08	0.21	0.21	0.04	0.35	0.35	0.09	0.40	0.40
Sat Flow, veh/h	3510	3393	264	1810	3610	1596	3510	3610	1579	3510	1805	1590
Grp Volume(v), veh/h	333	115	119	112	547	181	49	755	23	238	538	565
Grp Sat Flow(s),veh/h/ln	1755	1805	1851	1810	1805	1596	1755	1805	1579	1755	1805	1590
Q Serve(g_s), s	8.5	4.7	4.8	5.6	13.0	9.3	1.3	15.9	0.9	6.1	23.6	30.6
Cycle Q Clear(g_c), s	8.5	4.7	4.8	5.6	13.0	9.3	1.3	15.9	0.9	6.1	23.6	30.6
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	400	443	455	142	757	335	136	1248	546	314	715	630
V/C Ratio(X)	0.83	0.26	0.26	0.79	0.72	0.54	0.36	0.61	0.04	0.76	0.75	0.90
Avail Cap(c_a), veh/h	400	643	659	279	1431	633	206	1427	624	549	890	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	28.0	28.0	41.7	33.9	32.4	43.1	24.9	20.0	41.0	23.9	26.0
Incr Delay (d2), s/veh	13.1	0.1	0.1	3.7	0.5	0.5	0.6	0.3	0.0	1.4	2.0	9.9
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	4.2	1.9	2.0	2.5	5.4	3.4	0.5	6.3	0.3	2.6	9.5	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	28.1	28.1	45.4	34.4	32.9	43.7	25.2	20.0	42.4	26.0	36.0
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	D
Approach Vol, veh/h		567			840			827			1341	
Approach Delay, s/veh		42.7			35.5			26.2			33.1	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.2	37.7	12.2	28.9	8.6	42.4	15.5	25.6				
Change Period (Y+Rc), s	5.0	5.9	5.0	6.3	5.0	5.9	5.0	6.3				
Max Green Setting (Gmax), s	14.4	36.4	14.2	32.8	5.4	45.4	10.5	36.5				
Max Q Clear Time (g_c+l1), s	8.1	17.9	7.6	6.8	3.3	32.6	10.5	15.0				
Green Ext Time (p_c), s	0.2	3.0	0.0	0.7	0.0	3.8	0.0	2.4				
Intersection Summary												
HCM 6th Ctrl Delay			33.6									
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	118	71	0	0	92	15	46	0	10	0
Future Vol, veh/h	0	0	118	71	0	0	92	15	46	0	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	157	95	0	0	123	20	61	0	13	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	313	343	16	389	313	51	16	0	0	81	0	0
Stage 1	16	16	-	297	297	-	-	-	-	-	-	-
Stage 2	297	327	-	92	16	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	643	583	1069	574	606	1023	1615	-	-	1529	-	-
Stage 1	1009	886	-	716	671	-	-	-	-	-	-	-
Stage 2	716	651	-	920	886	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	601	534	1066	459	555	1023	1610	-	-	1529	-	-
Mov Cap-2 Maneuver	601	534	-	459	555	-	-	-	-	-	-	-
Stage 1	924	883	-	658	617	-	-	-	-	-	-	-
Stage 2	658	598	-	784	883	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9		14.9		4.5		0					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1610	-	-	1066	459	1529	-	-				
HCM Lane V/C Ratio	0.076	-	-	0.148	0.206	-	-	-				
HCM Control Delay (s)	7.4	0	-	9	14.9	0	-	-				
HCM Lane LOS	A	A	-	A	B	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.8	0	-	-				

Timings
7: Oleander Av. & Slover Av.

Slover Av. & Cypress Av. Warehouse (JN 13921)

09/23/2021

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	312	290	685	96	5	27	122
Future Volume (vph)	20	312	290	685	96	5	27	122
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.0	28.3	10.0	29.3	37.9	37.9	43.9	43.9
Total Split (s)	10.0	28.3	27.0	45.3	44.7	44.7	44.7	44.7
Total Split (%)	10.0%	28.3%	27.0%	45.3%	44.7%	44.7%	44.7%	44.7%
Yellow Time (s)	3.0	4.3	3.0	4.3	3.9	3.9	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	5.9	5.9	5.9	5.9
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 77.3

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Oleander Av. & Slover Av.

 Ø2	 Ø3	 Ø4
44.7 s	27 s	28.3 s
 Ø6	 Ø7	 Ø8
44.7 s	10 s	45.3 s

HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 7: Oleander Av. & Slover Av. 09/23/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	312	229	290	685	125	96	5	321	27	122	47
Future Volume (veh/h)	20	312	229	290	685	125	96	5	321	27	122	47
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		0.97	0.98		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	459	266	426	1007	134	141	7	268	40	179	56
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	53	529	304	459	1492	198	307	12	473	261	412	129
Arrive On Green	0.03	0.24	0.24	0.25	0.47	0.47	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	2171	1248	1810	3189	424	1138	41	1575	1122	1373	430
Grp Volume(v), veh/h	29	381	344	426	570	571	141	0	275	40	0	235
Grp Sat Flow(s),veh/h/ln	1810	1805	1613	1810	1805	1808	1138	0	1616	1122	0	1803
Q Serve(g_s), s	1.3	17.2	17.4	19.5	20.8	20.9	9.7	0.0	12.2	2.6	0.0	8.9
Cycle Q Clear(g_c), s	1.3	17.2	17.4	19.5	20.8	20.9	18.6	0.0	12.2	14.8	0.0	8.9
Prop In Lane	1.00		0.77	1.00		0.23	1.00		0.97	1.00		0.24
Lane Grp Cap(c), veh/h	53	440	393	459	845	846	307	0	485	261	0	541
V/C Ratio(X)	0.55	0.87	0.88	0.93	0.67	0.68	0.46	0.00	0.57	0.15	0.00	0.43
Avail Cap(c_a), veh/h	107	468	418	469	845	846	485	0	738	436	0	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.7	30.8	30.9	30.9	17.6	17.6	31.4	0.0	25.1	31.3	0.0	23.9
Incr Delay (d2), s/veh	3.3	14.8	17.3	24.1	2.0	2.0	0.4	0.0	0.4	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.7	8.1	10.9	7.9	8.0	2.5	0.0	4.4	0.7	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	45.6	48.2	55.0	19.5	19.6	31.8	0.0	25.4	31.4	0.0	24.1
LnGrp LOS	D	D	D	E	B	B	C	A	C	C	A	C
Approach Vol, veh/h		754			1567			416			275	
Approach Delay, s/veh		46.7			29.2			27.6			25.2	
Approach LOS		D			C			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		31.4	26.5	27.0		31.4	7.5	46.1				
Change Period (Y+Rc), s		5.9	5.0	6.3		5.9	5.0	6.3				
Max Green Setting (Gmax), s		38.8	22.0	22.0		38.8	5.0	39.0				
Max Q Clear Time (g_c+I1), s		20.6	21.5	19.4		16.8	3.3	22.9				
Green Ext Time (p_c), s		1.3	0.0	1.0		1.0	0.0	5.2				
Intersection Summary												
HCM 6th Ctrl Delay			33.0									
HCM 6th LOS			C									

Timings

Slover Av. & Cypress Av. Warehouse (JN 13921)

10: Cypress Av. & Slover Av.

09/23/2021



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	266	337	39	554	155	54	310	147	345	483
Future Volume (vph)	266	337	39	554	155	54	310	147	345	483
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	5.0	7.0	5.0	7.0	5.0
Minimum Split (s)	10.0	35.3	10.0	38.3	10.0	10.0	38.5	10.0	37.5	10.0
Total Split (s)	12.0	38.3	12.0	38.3	10.0	10.0	39.7	10.0	39.7	12.0
Total Split (%)	12.0%	38.3%	12.0%	38.3%	10.0%	10.0%	39.7%	10.0%	39.7%	12.0%
Yellow Time (s)	3.0	4.3	3.0	4.3	3.0	3.0	4.3	3.0	4.3	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	5.0	5.0	6.3	5.0	6.3	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 81.5

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Cypress Av. & Slover Av.

Ø1	Ø2	Ø3	Ø4
10 s	39.7 s	12 s	38.3 s
Ø5	Ø6	Ø7	Ø8
10 s	39.7 s	12 s	38.3 s

HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 10: Cypress Av. & Slover Av. 09/23/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	337	36	39	554	155	54	310	59	147	345	483
Future Volume (veh/h)	266	337	36	39	554	155	54	310	59	147	345	483
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	350	443	35	51	729	153	71	408	60	193	454	450
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	299	1071	84	76	987	537	92	963	141	214	600	634
Arrive On Green	0.09	0.32	0.32	0.04	0.27	0.27	0.05	0.31	0.31	0.06	0.32	0.32
Sat Flow, veh/h	3510	3381	266	1810	3610	1607	1810	3153	460	3510	1900	1574
Grp Volume(v), veh/h	350	236	242	51	729	153	71	232	236	193	454	450
Grp Sat Flow(s),veh/h/ln	1755	1805	1842	1810	1805	1607	1810	1805	1809	1755	1900	1574
Q Serve(g_s), s	7.0	8.4	8.5	2.3	15.1	5.8	3.2	8.4	8.6	4.5	17.7	19.7
Cycle Q Clear(g_c), s	7.0	8.4	8.5	2.3	15.1	5.8	3.2	8.4	8.6	4.5	17.7	19.7
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	299	572	584	76	987	537	92	551	552	214	600	634
V/C Ratio(X)	1.17	0.41	0.42	0.67	0.74	0.28	0.77	0.42	0.43	0.90	0.76	0.71
Avail Cap(c_a), veh/h	299	703	717	154	1406	724	110	734	735	214	772	777
HCM Platoon Ratio	1.00	1.00	1.00	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	37.6	22.1	22.1	38.8	27.2	20.1	38.5	22.7	22.8	38.4	25.3	20.7
Incr Delay (d2), s/veh	106.5	0.5	0.5	9.9	1.2	0.3	24.2	0.5	0.5	36.5	3.2	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	7.3	3.3	3.4	1.2	6.1	2.0	2.0	3.4	3.4	2.9	7.7	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	144.1	22.5	22.6	48.7	28.4	20.4	62.8	23.3	23.3	74.8	28.5	23.0
LnGrp LOS	F	C	C	D	C	C	E	C	C	E	C	C
Approach Vol, veh/h		828			933			539			1097	
Approach Delay, s/veh		73.9			28.2			28.5			34.4	
Approach LOS		E			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	31.4	8.4	32.3	9.2	32.2	12.0	28.8				
Change Period (Y+Rc), s	5.0	6.3	5.0	6.3	5.0	6.3	5.0	6.3				
Max Green Setting (Gmax), s	5.0	33.4	7.0	32.0	5.0	33.4	7.0	32.0				
Max Q Clear Time (g_c+I1), s	6.5	10.6	4.3	10.5	5.2	21.7	9.0	17.1				
Green Ext Time (p_c), s	0.0	2.5	0.0	2.5	0.0	3.4	0.0	4.4				
Intersection Summary												
HCM 6th Ctrl Delay			41.4									
HCM 6th LOS			D									

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	411	40	70	560	18	35	0	54	12	1	11
Future Vol, veh/h	16	411	40	70	560	18	35	0	54	12	1	11
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	457	44	78	622	20	39	0	60	13	1	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	642	0	0	502	0	0	984	1314	252	1053	1326	321
Stage 1	-	-	-	-	-	-	516	516	-	788	788	-
Stage 2	-	-	-	-	-	-	468	798	-	265	538	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	952	-	-	1073	-	-	206	160	754	183	157	681
Stage 1	-	-	-	-	-	-	515	538	-	355	405	-
Stage 2	-	-	-	-	-	-	550	401	-	723	526	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	952	-	-	1072	-	-	187	145	753	157	143	681
Mov Cap-2 Maneuver	-	-	-	-	-	-	187	145	-	157	143	-
Stage 1	-	-	-	-	-	-	505	527	-	348	375	-
Stage 2	-	-	-	-	-	-	499	372	-	653	515	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.9			19.6			21.8		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	344	952	-	-	1072	-	-	241				
HCM Lane V/C Ratio	0.287	0.019	-	-	0.073	-	-	0.111				
HCM Control Delay (s)	19.6	8.9	-	-	8.6	-	-	21.8				
HCM Lane LOS	C	A	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0.2	-	-	0.4				

Timings

Slover Av. & Cypress Av. Warehouse (JN 13921)

1: Citrus Av. & I-10 WB Ramps

09/23/2021



Lane Group	WBL	WBR	NBT	NBR	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	303	492	1208	349	912	480
Future Volume (vph)	303	492	1208	349	912	480
Turn Type	Prot	Perm	NA	Perm	NA	Free
Protected Phases	8		2		6	
Permitted Phases		8		2		Free
Detector Phase	8	8	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	26.6	26.6	26.6	26.6	26.6	
Total Split (s)	53.6	53.6	36.4	36.4	36.4	
Total Split (%)	59.6%	59.6%	40.4%	40.4%	40.4%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Min	C-Min	C-Min	

Intersection Summary

Cycle Length: 90

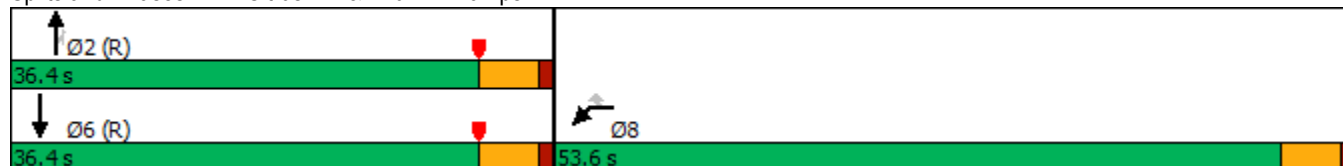
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 1: Citrus Av. & I-10 WB Ramps



HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 1: Citrus Av. & I-10 WB Ramps 09/23/2021

										
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations		 		  			 			
Traffic Volume (veh/h)	303	492	0	1208	349	0	912	480	0	0
Future Volume (veh/h)	303	492	0	1208	349	0	912	480	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No			
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	0	1900	1900		
Adj Flow Rate, veh/h	319	356	0	1272	331	0	960	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0		
Cap, veh/h	373	585	0	3541	1096	0	2464			
Arrive On Green	0.21	0.21	0.00	1.00	1.00	0.00	0.68	0.00		
Sat Flow, veh/h	1810	2834	0	5358	1605	0	3705	1610		
Grp Volume(v), veh/h	319	356	0	1272	331	0	960	0		
Grp Sat Flow(s),veh/h/ln	1810	1417	0	1729	1605	0	1805	1610		
Q Serve(g_s), s	15.3	10.3	0.0	0.0	0.0	0.0	10.3	0.0		
Cycle Q Clear(g_c), s	15.3	10.3	0.0	0.0	0.0	0.0	10.3	0.0		
Prop In Lane	1.00	1.00	0.00		1.00	0.00		1.00		
Lane Grp Cap(c), veh/h	373	585	0	3541	1096	0	2464			
V/C Ratio(X)	0.85	0.61	0.00	0.36	0.30	0.00	0.39			
Avail Cap(c_a), veh/h	977	1530	0	3541	1096	0	2464			
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	0.49	0.49	0.00	1.00	0.00		
Uniform Delay (d), s/veh	34.4	32.4	0.0	0.0	0.0	0.0	6.2	0.0		
Incr Delay (d2), s/veh	2.2	0.4	0.0	0.1	0.3	0.0	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		
%ile BackOfQ(50%),veh/ln	6.8	3.5	0.0	0.0	0.1	0.0	3.0	0.0		
Unsig. Movement Delay, s/veh										
LnGrp Delay(d),s/veh	36.6	32.8	0.0	0.1	0.3	0.0	6.6	0.0		
LnGrp LOS	D	C	A	A	A	A	A			
Approach Vol, veh/h	675			1603			960	A		
Approach Delay, s/veh	34.6			0.2			6.6			
Approach LOS	C			A			A			
Timer - Assigned Phs	2					6		8		
Phs Duration (G+Y+Rc), s	66.4					66.4		23.6		
Change Period (Y+Rc), s	5.0					5.0		5.0		
Max Green Setting (Gmax), s	31.4					31.4		48.6		
Max Q Clear Time (g_c+I1), s	2.0					12.3		17.3		
Green Ext Time (p_c), s	7.0					4.0		1.3		
Intersection Summary										
HCM 6th Ctrl Delay			9.3							
HCM 6th LOS			A							
Notes										
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.										

Timings
2: Citrus Av. & I-10 EB Ramps

Slover Av. & Cypress Av. Warehouse (JN 13921)

09/23/2021



Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	483	5	1073	577	638
Future Volume (vph)	483	5	1073	577	638
Turn Type	Split	NA	NA	Prot	NA
Protected Phases	4	4	2	1	6
Permitted Phases					
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	25.0	9.0	10.0
Total Split (s)	40.0	40.0	27.0	23.0	50.0
Total Split (%)	44.4%	44.4%	30.0%	25.6%	55.6%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.0	5.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 90

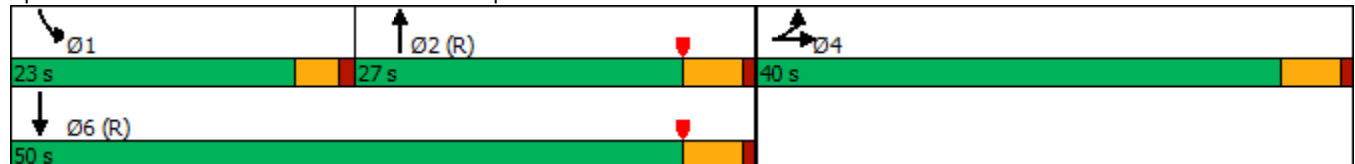
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 2: Citrus Av. & I-10 EB Ramps



HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)

2: Citrus Av. & I-10 EB Ramps

09/23/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↱						↰↱↲		↰↱	↰↱	
Traffic Volume (veh/h)	483	5	201	0	0	0	0	1073	580	577	638	0
Future Volume (veh/h)	483	5	201	0	0	0	0	1073	580	577	638	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	514	5	131				0	1141	433	614	679	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	626	11	278				0	1748	663	674	2565	0
Arrive On Green	0.18	0.18	0.18				0.00	0.47	0.47	0.38	1.00	0.00
Sat Flow, veh/h	3510	60	1560				0	3858	1398	3510	3705	0
Grp Volume(v), veh/h	514	0	136				0	1070	504	614	679	0
Grp Sat Flow(s),veh/h/ln	1755	0	1619				0	1729	1627	1755	1805	0
Q Serve(g_s), s	12.7	0.0	6.8				0.0	21.2	21.2	14.9	0.0	0.0
Cycle Q Clear(g_c), s	12.7	0.0	6.8				0.0	21.2	21.2	14.9	0.0	0.0
Prop In Lane	1.00		0.96				0.00		0.86	1.00		0.00
Lane Grp Cap(c), veh/h	626	0	289				0	1640	771	674	2565	0
V/C Ratio(X)	0.82	0.00	0.47				0.00	0.65	0.65	0.91	0.26	0.00
Avail Cap(c_a), veh/h	1365	0	630				0	1640	771	741	2565	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.29	0.29	0.92	0.92	0.00
Uniform Delay (d), s/veh	35.6	0.0	33.2				0.0	18.0	18.0	27.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.4				0.0	0.6	1.3	13.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	2.6				0.0	7.6	7.3	5.7	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	0.0	33.6				0.0	18.6	19.3	40.1	0.2	0.0
LnGrp LOS	D	A	C				A	B	B	D	A	A
Approach Vol, veh/h	650						1574			1293		
Approach Delay, s/veh	36.0						18.8			19.2		
Approach LOS	D						B			B		
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	21.3	47.7		21.1			68.9					
Change Period (Y+Rc), s	4.0	5.0		5.0			5.0					
Max Green Setting (Gmax), s	19.0	22.0		35.0			45.0					
Max Q Clear Time (g_c+I1), s	16.9	23.2		14.7			2.0					
Green Ext Time (p_c), s	0.3	0.0		1.4			2.9					

Intersection Summary

HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Timings
3: Citrus Av. & Slover Av.

Slover Av. & Cypress Av. Warehouse (JN 13921)

09/23/2021

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 	 		 		 	 		 	 
Traffic Volume (vph)	645	850	65	259	198	30	682	104	226	338
Future Volume (vph)	645	850	65	259	198	30	682	104	226	338
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	10.0	39.3	10.0	38.3	38.3	10.0	41.9	41.9	12.0	36.9
Total Split (s)	19.0	47.3	14.5	42.8	42.8	10.8	43.2	43.2	15.0	47.4
Total Split (%)	15.8%	39.4%	12.1%	35.7%	35.7%	9.0%	36.0%	36.0%	12.5%	39.5%
Yellow Time (s)	3.0	4.3	3.0	4.3	4.3	3.0	3.9	3.9	3.0	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	6.3	5.0	5.9	5.9	5.0	5.9
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 92.5

Natural Cycle: 115

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Citrus Av. & Slover Av.

			
Ø1	Ø2	Ø3	Ø4
15 s	43.2 s	14.5 s	47.3 s
			
Ø5	Ø6	Ø7	Ø8
10.8 s	47.4 s	19 s	42.8 s

HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 3: Citrus Av. & Slover Av. 09/23/2021

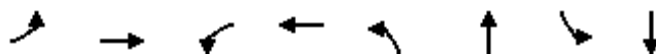
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	645	850	28	65	259	198	30	682	104	226	338	279
Future Volume (veh/h)	645	850	28	65	259	198	30	682	104	226	338	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	672	885	2	68	270	161	31	710	43	235	352	198
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	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	670	1090	2	93	560	249	112	932	408	326	716	395
Arrive On Green	0.19	0.30	0.30	0.05	0.16	0.16	0.03	0.26	0.26	0.09	0.32	0.32
Sat Flow, veh/h	3510	3695	8	1810	3610	1607	3510	3610	1580	3510	2243	1239
Grp Volume(v), veh/h	672	432	455	68	270	161	31	710	43	235	282	268
Grp Sat Flow(s),veh/h/ln	1755	1805	1898	1810	1805	1607	1755	1805	1580	1755	1805	1677
Q Serve(g_s), s	14.0	16.3	16.3	2.7	5.0	6.9	0.6	13.3	1.5	4.8	9.2	9.5
Cycle Q Clear(g_c), s	14.0	16.3	16.3	2.7	5.0	6.9	0.6	13.3	1.5	4.8	9.2	9.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	670	532	560	93	560	249	112	932	408	326	576	535
V/C Ratio(X)	1.00	0.81	0.81	0.73	0.48	0.65	0.28	0.76	0.11	0.72	0.49	0.50
Avail Cap(c_a), veh/h	670	1010	1062	235	1798	800	278	1837	804	479	1022	949
HCM Platoon Ratio	1.00	1.00	1.00	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	29.7	24.0	24.0	34.3	28.3	29.1	34.7	25.1	20.7	32.3	20.1	20.2
Incr Delay (d2), s/veh	35.3	1.2	1.1	4.2	0.2	1.0	0.5	0.5	0.0	1.1	0.2	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	8.6	6.3	6.6	1.2	2.0	2.5	0.3	5.2	0.5	1.9	3.5	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	25.1	25.1	38.5	28.5	30.1	35.1	25.6	20.8	33.5	20.4	20.5
LnGrp LOS	F	C	C	D	C	C	D	C	C	C	C	C
Approach Vol, veh/h		1559			499			784			785	
Approach Delay, s/veh		42.3			30.4			25.7			24.3	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	24.8	8.7	27.9	7.3	29.3	19.0	17.7				
Change Period (Y+Rc), s	5.0	5.9	5.0	6.3	5.0	5.9	5.0	6.3				
Max Green Setting (Gmax), s	10.0	37.3	9.5	41.0	5.8	41.5	14.0	36.5				
Max Q Clear Time (g_c+I1), s	6.8	15.3	4.7	18.3	2.6	11.5	16.0	8.9				
Green Ext Time (p_c), s	0.1	2.9	0.0	3.1	0.0	1.9	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay			33.2									
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	41	18	2	0	39	9	17	1	6	0
Future Vol, veh/h	0	0	41	18	2	0	39	9	17	1	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	46	20	2	0	43	10	19	1	7	0
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	117	126	8	139	117	21	8	0	0	30	0	0
Stage 1	10	10	-	107	107	-	-	-	-	-	-	-
Stage 2	107	116	-	32	10	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	864	768	1080	836	777	1062	1625	-	-	1596	-	-
Stage 1	1016	891	-	903	811	-	-	-	-	-	-	-
Stage 2	903	803	-	990	891	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	843	745	1079	782	754	1061	1623	-	-	1594	-	-
Mov Cap-2 Maneuver	843	745	-	782	754	-	-	-	-	-	-	-
Stage 1	988	889	-	878	788	-	-	-	-	-	-	-
Stage 2	876	781	-	947	889	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	8.5		9.8		4.4			1				
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1623	-	-	1079	779	1594	-	-				
HCM Lane V/C Ratio	0.027	-	-	0.042	0.029	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	8.5	9.8	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	-	-				

Timings
7: Oleander Av. & Slover Av.

Slover Av. & Cypress Av. Warehouse (JN 13921)

09/23/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	39	1126	53	354	52	5	23	7
Future Volume (vph)	39	1126	53	354	52	5	23	7
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.0	28.3	10.0	29.3	37.9	37.9	43.9	43.9
Total Split (s)	11.0	40.8	10.0	39.8	44.2	44.2	44.2	44.2
Total Split (%)	11.6%	42.9%	10.5%	41.9%	46.5%	46.5%	46.5%	46.5%
Yellow Time (s)	3.0	4.3	3.0	4.3	3.9	3.9	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	5.9	5.9	5.9	5.9
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary

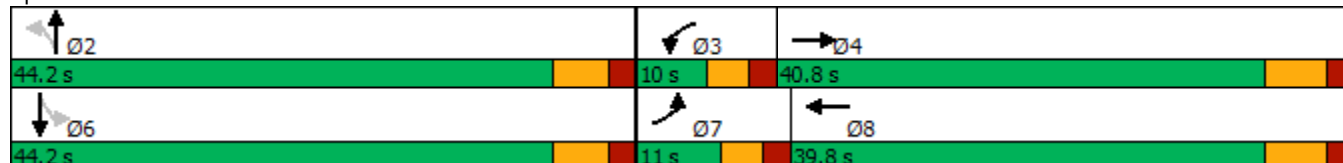
Cycle Length: 95

Actuated Cycle Length: 64.5

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Oleander Av. & Slover Av.



HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 7: Oleander Av. & Slover Av. 09/23/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1126	109	53	354	19	52	5	77	23	7	35
Future Volume (veh/h)	39	1126	109	53	354	19	52	5	77	23	7	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		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	1224	96	58	385	20	57	5	61	25	8	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	80	1594	125	100	1678	87	297	16	195	270	47	169
Arrive On Green	0.04	0.47	0.47	0.06	0.48	0.48	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	3391	266	1810	3487	181	1393	123	1506	1357	360	1305
Grp Volume(v), veh/h	42	650	670	58	199	206	57	0	66	25	0	37
Grp Sat Flow(s),veh/h/ln	1810	1805	1852	1810	1805	1863	1393	0	1629	1357	0	1665
Q Serve(g_s), s	1.1	14.9	15.0	1.6	3.2	3.2	1.9	0.0	1.8	0.8	0.0	1.0
Cycle Q Clear(g_c), s	1.1	14.9	15.0	1.6	3.2	3.2	2.9	0.0	1.8	2.7	0.0	1.0
Prop In Lane	1.00		0.14	1.00		0.10	1.00		0.92	1.00		0.78
Lane Grp Cap(c), veh/h	80	848	870	100	869	896	297	0	211	270	0	216
V/C Ratio(X)	0.52	0.77	0.77	0.58	0.23	0.23	0.19	0.00	0.31	0.09	0.00	0.17
Avail Cap(c_a), veh/h	218	1249	1282	181	1213	1252	1187	0	1251	1137	0	1279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.3	10.9	11.0	23.0	7.5	7.5	20.6	0.0	19.7	20.9	0.0	19.3
Incr Delay (d2), s/veh	2.0	1.3	1.3	2.0	0.1	0.1	0.1	0.0	0.3	0.1	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	0.5	4.2	4.3	0.6	0.8	0.9	0.5	0.0	0.6	0.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	12.3	12.3	24.9	7.6	7.6	20.7	0.0	20.0	21.0	0.0	19.5
LnGrp LOS	C	B	B	C	A	A	C	A	B	C	A	B
Approach Vol, veh/h		1362			463			123			62	
Approach Delay, s/veh		12.7			9.8			20.3			20.1	
Approach LOS		B			A			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.4	7.8	29.7		12.4	7.2	30.3				
Change Period (Y+Rc), s		5.9	5.0	6.3		5.9	5.0	6.3				
Max Green Setting (Gmax), s		38.3	5.0	34.5		38.3	6.0	33.5				
Max Q Clear Time (g_c+I1), s		4.9	3.6	17.0		4.7	3.1	5.2				
Green Ext Time (p_c), s		0.3	0.0	6.5		0.2	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay			12.7									
HCM 6th LOS			B									

Timings

Slover Av. & Cypress Av. Warehouse (JN 13921)

10: Cypress Av. & Slover Av.

09/23/2021



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	←←	→→	←	→→	←	←	→→	←←	→	←
Traffic Volume (vph)	298	811	25	287	266	28	490	245	258	119
Future Volume (vph)	298	811	25	287	266	28	490	245	258	119
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	5.0	7.0	5.0	7.0	5.0
Minimum Split (s)	10.0	35.3	10.0	38.3	10.0	10.0	38.5	10.0	38.5	10.0
Total Split (s)	20.0	38.3	20.0	38.3	20.0	20.0	38.7	20.0	38.7	20.0
Total Split (%)	17.1%	32.7%	17.1%	32.7%	17.1%	17.1%	33.1%	17.1%	33.1%	17.1%
Yellow Time (s)	3.0	4.3	3.0	4.3	3.0	3.0	4.3	3.0	4.3	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	5.0	5.0	6.3	5.0	6.3	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 117

Actuated Cycle Length: 85.2

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Cypress Av. & Slover Av.

Ø1	Ø2	Ø3	Ø4
20 s	38.7 s	20 s	38.3 s
Ø5	Ø6	Ø7	Ø8
20 s	38.7 s	20 s	38.3 s

HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 10: Cypress Av. & Slover Av. 09/23/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	811	57	25	287	266	28	490	28	245	258	119
Future Volume (veh/h)	298	811	57	25	287	266	28	490	28	245	258	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	310	845	49	26	299	211	29	510	26	255	269	85
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	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	433	1103	64	52	807	531	56	739	38	374	545	659
Arrive On Green	0.12	0.32	0.32	0.03	0.22	0.22	0.03	0.21	0.21	0.11	0.29	0.29
Sat Flow, veh/h	3510	3468	201	1810	3610	1608	1810	3495	178	3510	1900	1607
Grp Volume(v), veh/h	310	440	454	26	299	211	29	263	273	255	269	85
Grp Sat Flow(s),veh/h/ln	1755	1805	1864	1810	1805	1608	1810	1805	1868	1755	1900	1607
Q Serve(g_s), s	5.7	14.8	14.8	1.0	4.7	6.8	1.1	9.1	9.1	4.7	7.9	2.2
Cycle Q Clear(g_c), s	5.7	14.8	14.8	1.0	4.7	6.8	1.1	9.1	9.1	4.7	7.9	2.2
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	433	574	593	52	807	531	56	381	395	374	545	659
V/C Ratio(X)	0.72	0.77	0.77	0.50	0.37	0.40	0.52	0.69	0.69	0.68	0.49	0.13
Avail Cap(c_a), veh/h	782	857	885	403	1715	935	403	868	898	782	914	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	28.4	20.7	20.7	32.2	22.1	17.4	32.1	24.5	24.5	29.0	20.0	12.4
Incr Delay (d2), s/veh	2.2	2.4	2.3	7.4	0.3	0.5	7.1	2.2	2.2	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	2.3	5.7	5.9	0.5	1.8	2.2	0.5	3.7	3.8	1.9	3.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	23.1	23.0	39.6	22.4	17.9	39.3	26.7	26.7	31.2	20.7	12.5
LnGrp LOS	C	C	C	D	C	B	D	C	C	C	C	B
Approach Vol, veh/h		1204			536			565			609	
Approach Delay, s/veh		25.0			21.5			27.4			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	12.2	20.5	6.9	27.7	7.1	25.6	13.3	21.4				
Change Period (Y+Rc), s	5.0	6.3	5.0	6.3	5.0	6.3	5.0	6.3				
Max Green Setting (Gmax), s	15.0	32.4	15.0	32.0	15.0	32.4	15.0	32.0				
Max Q Clear Time (g_c+I1), s	6.7	11.1	3.0	16.8	3.1	9.9	7.7	8.8				
Green Ext Time (p_c), s	0.5	2.8	0.0	4.6	0.0	1.6	0.6	2.4				
Intersection Summary												
HCM 6th Ctrl Delay			24.6									
HCM 6th LOS			C									

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	8	867	54	72	589	9	56	1	68	3	2	7
Future Vol, veh/h	8	867	54	72	589	9	56	1	68	3	2	7
Conflicting Peds, #/hr	0	0	3	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	922	57	77	627	10	60	1	72	3	2	7
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	639	0	0	982	0	0	1441	1765	493	1268	1788	321
Stage 1	-	-	-	-	-	-	972	972	-	788	788	-
Stage 2	-	-	-	-	-	-	469	793	-	480	1000	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	955	-	-	711	-	-	95	85	527	127	82	681
Stage 1	-	-	-	-	-	-	275	333	-	355	405	-
Stage 2	-	-	-	-	-	-	549	403	-	541	324	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	953	-	-	709	-	-	83	75	525	98	72	680
Mov Cap-2 Maneuver	-	-	-	-	-	-	83	75	-	98	72	-
Stage 1	-	-	-	-	-	-	272	329	-	351	360	-
Stage 2	-	-	-	-	-	-	481	358	-	461	320	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.1			99.4			27.2		
HCM LOS							F			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	153	953	-	-	709	-	-	175				
HCM Lane V/C Ratio	0.869	0.009	-	-	0.108	-	-	0.073				
HCM Control Delay (s)	99.4	8.8	-	-	10.7	-	-	27.2				
HCM Lane LOS	F	A	-	-	B	-	-	D				
HCM 95th %tile Q(veh)	5.9	0	-	-	0.4	-	-	0.2				

APPENDIX 3.3:

EXISTING (2021) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2021) Conditions - Weekday AM Peak Hour**

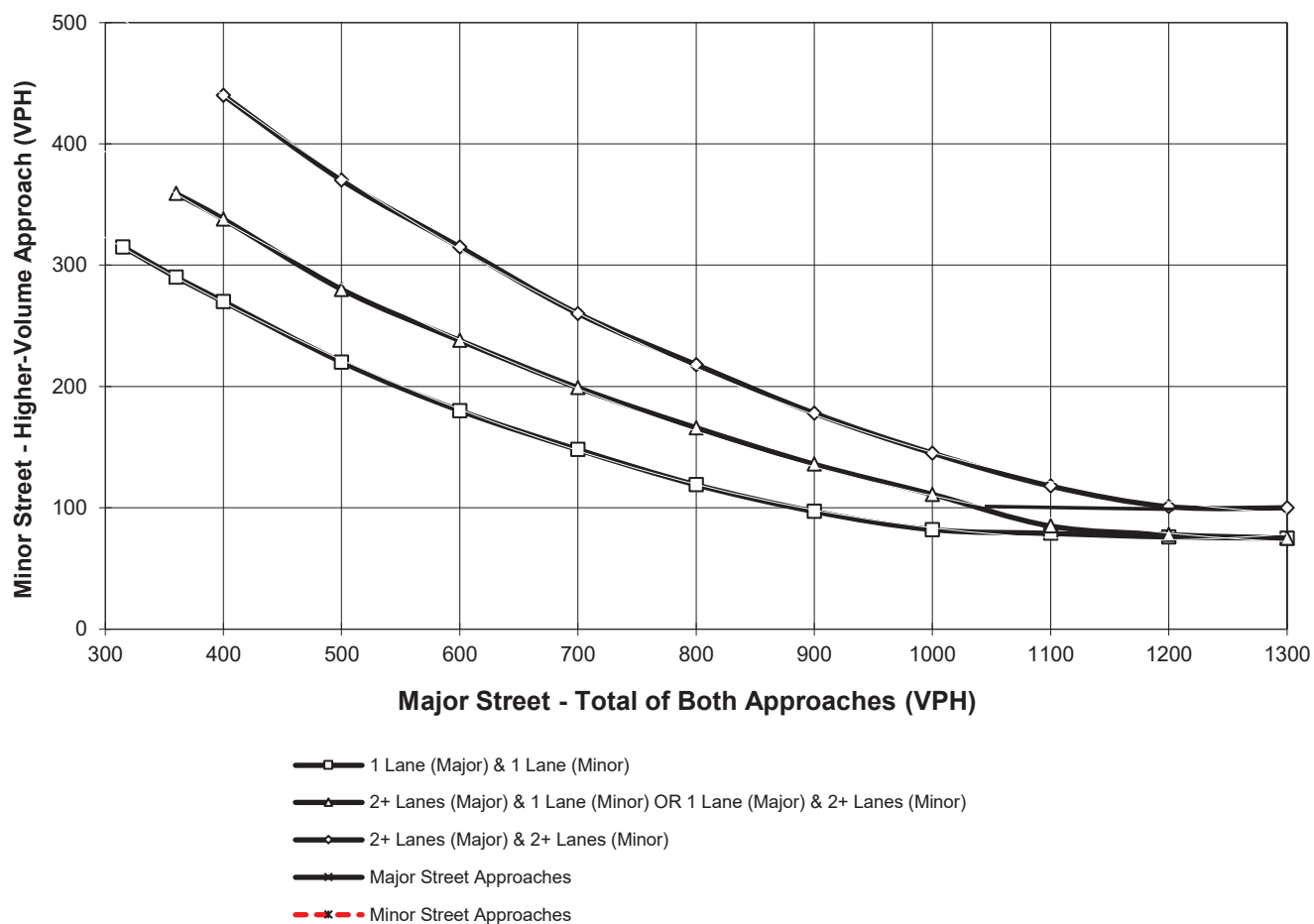
Major Street Name = **Oleander Avenue**

Total of Both Approaches (VPH) = **146**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Boyle Avenue/Driveway 2**

High Volume Approach (VPH) = **88**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

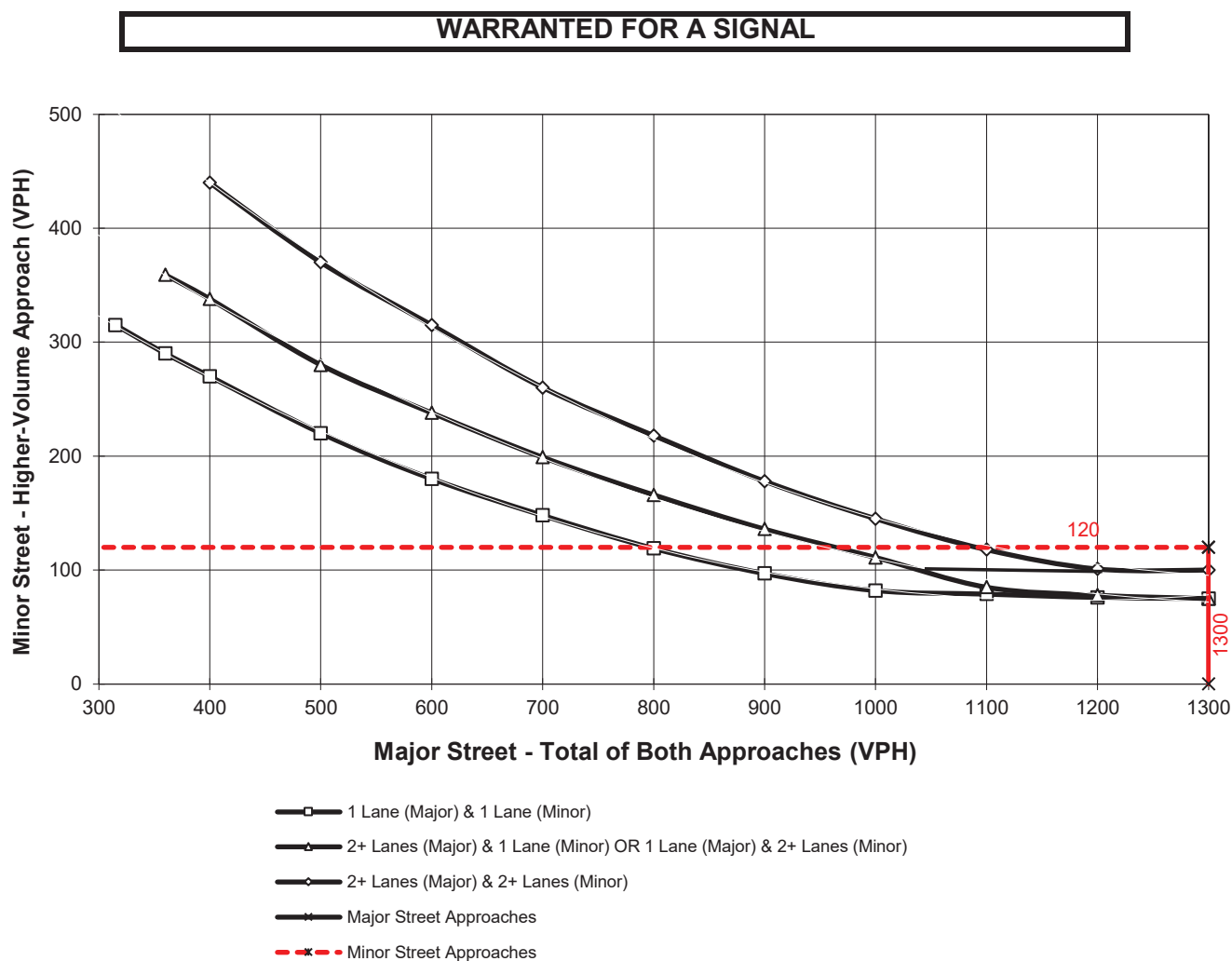
Traffic Conditions = **Existing (2021) Conditions - Weekday PM Peak Hour**

Major Street Name = **Slover Avenue**

Total of Both Approaches (VPH) = **1400**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Juniper Avenue**

High Volume Approach (VPH) = **120**
Number of Approach Lanes Minor Street = **1**



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold for a minor-street approach with one lane

APPENDIX 5.1:

OPENING YEAR CUMULATIVE (2023) WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Volume Development - AM Peak Hour

1: Citrus Av. & I-10 WB Ramps

	PHF:	0.935		7:00					Count Date:	3/14/2019			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	0	874	483	0	1,315	575	0	0	0	774	0	513	4,534

2: Citrus Av. & I-10 EB Ramps

	PHF:	0.922		7:00					Count Date:	3/14/2019			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	0	984	433	694	1,432	0	374	4	813	0	0	0	4,733

3: Citrus Av. & Slover Av.

	PHF:	0.865		7:00					Count Date:	3/4/2019			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	54	821	76	435	1,095	819	320	235	63	109	506	260	4,794

4: Oleander Av. & Driveway 1

	PHF:			7:15					Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	0	15	0	0	10	0	0	0	0	0	0	0	26

5: Oleander Av. & Boyle Av./Drw 2

	PHF:	0.750		7:15					Count Date:	4/13/2021			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	94	15	48	0	10	0	0	0	121	72	0	0	361

6: Oleander Av. & Driveway 3

	PHF:			7:15					Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	0	157	0	0	205	0	0	0	0	0	0	0	362

7: Oleander Av. & Slover Av.

	PHF:	0.683		7:00					Count Date:	5/8/2018			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	98	5	328	28	125	48	21	589	234	297	775	128	2,674

8: Driveway 4 & Slover Av.

	PHF:								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	0	0	0	0	0	0	0	945	0	0	1,199	0	2,144

9: Cypress Av. & Slover Av.

	PHF:	0.759		7:00					Count Date:	5/8/2018			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	56	318	61	159	355	495	272	614	38	42	641	165	3,217

10: Juniper Av. & Slover Av.

	PHF:	0.899		7:30					Count Date:	8/17/2021			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	36	0	55	12	1	11	16	700	41	72	656	18	1,617

Volume Development - PM Peak Hour

1: Citrus Av. & I-10 WB Ramps

	PHF:	0.953		4:30						Count Date:	3/14/2019		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	0	1,289	604	0	964	492	0	0	0	383	0	505	4,237

2: Citrus Av. & I-10 EB Ramps

	PHF:	0.936		4:00						Count Date:	8/17/2021		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	0	1,394	667	591	758	0	495	5	350	0	0	0	4,259

3: Citrus Av. & Slover Av.

	PHF:	0.957		4:30						Count Date:	3/4/2019		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	71	1,031	124	374	554	319	693	920	42	93	324	424	4,970

4: Oleander Av. & Driveway 1

	PHF:			SBL						Count Date:			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	0	10	0	0	7	0	0	0	0	0	0	0	17

5: Oleander Av. & Boyle Av./Drw 2

	PHF:	0.895		5:00						Count Date:	4/13/2021		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	40	10	17	1	6	0	0	0	42	18	3	0	137

6: Oleander Av. & Driveway 3

	PHF:			0:00						Count Date:			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	0	66	0	0	67	0	0	0	0	0	0	0	134

7: Oleander Av. & Slover Av.

	PHF:	0.921		4:30						Count Date:	5/8/2018		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	53	5	78	23	7	35	40	1,336	111	55	636	20	2,400

8: Driveway 4 & Slover Av.

	PHF:									Count Date:			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	0	0	0	0	0	0	0	1,438	0	0	710	0	2,148

9: Cypress Av. & Slover Av.

	PHF:	0.959		4:45						Count Date:	5/8/2018		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	30	505	31	265	265	121	305	1,013	58	26	566	287	3,474

10: Juniper Av. & Slover Av.

	PHF:	0.936		4:00						Count Date:	8/17/2021		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 NP:	57	1	70	3	2	7	8	1,087	55	74	892	9	2,266

Timings

Slover Av. & Cypress Av. Warehouse (JN 13921)

1: Citrus Av. & I-10 WB Ramps

12/20/2021



Lane Group	WBL	WBR	NBT	NBR	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	774	513	874	483	1315	575
Future Volume (vph)	774	513	874	483	1315	575
Turn Type	Prot	Perm	NA	Perm	NA	Free
Protected Phases	8		2		6	
Permitted Phases		8		2		Free
Detector Phase	8	8	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	26.6	26.6	26.6	26.6	26.6	
Total Split (s)	52.0	52.0	48.0	48.0	48.0	
Total Split (%)	52.0%	52.0%	48.0%	48.0%	48.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Min	C-Min	C-Min	

Intersection Summary

Cycle Length: 100

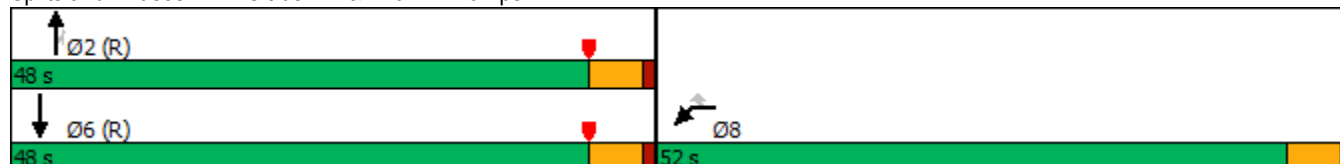
Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 1: Citrus Av. & I-10 WB Ramps



HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 1: Citrus Av. & I-10 WB Ramps 12/20/2021

										
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations		 		  			 			
Traffic Volume (veh/h)	774	513	0	874	483	0	1315	575	0	0
Future Volume (veh/h)	774	513	0	874	483	0	1315	575	0	0
Initial Q (Qb), veh	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		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No			
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	0	1900	1900		
Adj Flow Rate, veh/h	823	334	0	930	504	0	1399	0		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0		
Cap, veh/h	845	1323	0	2247	681	0	1564			
Arrive On Green	0.47	0.47	0.00	0.58	0.58	0.00	0.43	0.00		
Sat Flow, veh/h	1810	2834	0	5358	1571	0	3705	1610		
Grp Volume(v), veh/h	823	334	0	930	504	0	1399	0		
Grp Sat Flow(s),veh/h/ln	1810	1417	0	1729	1571	0	1805	1610		
Q Serve(g_s), s	44.5	7.1	0.0	10.0	23.7	0.0	35.9	0.0		
Cycle Q Clear(g_c), s	44.5	7.1	0.0	10.0	23.7	0.0	35.9	0.0		
Prop In Lane	1.00	1.00	0.00		1.00	0.00		1.00		
Lane Grp Cap(c), veh/h	845	1323	0	2247	681	0	1564			
V/C Ratio(X)	0.97	0.25	0.00	0.41	0.74	0.00	0.89			
Avail Cap(c_a), veh/h	850	1332	0	2247	681	0	1564			
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00		
Upstream Filter(l)	1.00	1.00	0.00	0.53	0.53	0.00	1.00	0.00		
Uniform Delay (d), s/veh	26.1	16.1	0.0	14.1	17.0	0.0	26.2	0.0		
Incr Delay (d2), s/veh	24.4	0.0	0.0	0.3	3.9	0.0	8.3	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	23.7	2.3	0.0	3.3	6.9	0.0	15.7	0.0		
Unsig. Movement Delay, s/veh										
LnGrp Delay(d),s/veh	50.5	16.1	0.0	14.4	20.9	0.0	34.6	0.0		
LnGrp LOS	D	B	A	B	C	A	C			
Approach Vol, veh/h	1157			1434			1399	A		
Approach Delay, s/veh	40.6			16.7			34.6			
Approach LOS	D			B			C			
Timer - Assigned Phs	2					6		8		
Phs Duration (G+Y+Rc), s	48.3					48.3		51.7		
Change Period (Y+Rc), s	5.0					5.0		5.0		
Max Green Setting (Gmax), s	43.0					43.0		47.0		
Max Q Clear Time (g_c+I1), s	25.7					37.9		46.5		
Green Ext Time (p_c), s	4.8					2.9		0.2		
Intersection Summary										
HCM 6th Ctrl Delay			29.9							
HCM 6th LOS			C							
Notes										

Timings
2: Citrus Av. & I-10 EB Ramps

Slover Av. & Cypress Av. Warehouse (JN 13921)

12/20/2021



Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	374	4	984	694	1432
Future Volume (vph)	374	4	984	694	1432
Turn Type	Split	NA	NA	Prot	NA
Protected Phases	4	4	2	1	6
Permitted Phases					
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	25.0	9.0	10.0
Total Split (s)	32.0	32.0	39.0	29.0	68.0
Total Split (%)	32.0%	32.0%	39.0%	29.0%	68.0%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.0	5.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 120

Control Type: Actuated-Coordinated

Splits and Phases: 2: Citrus Av. & I-10 EB Ramps

Ø1	Ø2 (R)	Ø4
29 s	39 s	32 s
Ø6 (R)		
68 s		

HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 2: Citrus Av. & I-10 EB Ramps 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 				
Traffic Volume (veh/h)	374	4	813	0	0	0	0	984	433	694	1432	0
Future Volume (veh/h)	374	4	813	0	0	0	0	984	433	694	1432	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	407	4	783				0	1070	345	754	1557	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	948	2	433				0	1395	450	805	2274	0
Arrive On Green	0.27	0.27	0.27				0.00	0.36	0.36	0.46	1.00	0.00
Sat Flow, veh/h	3510	8	1603				0	4037	1246	3510	3705	0
Grp Volume(v), veh/h	407	0	787				0	957	458	754	1557	0
Grp Sat Flow(s),veh/h/ln	1755	0	1611				0	1729	1654	1755	1805	0
Q Serve(g_s), s	9.6	0.0	27.0				0.0	24.5	24.5	20.4	0.0	0.0
Cycle Q Clear(g_c), s	9.6	0.0	27.0				0.0	24.5	24.5	20.4	0.0	0.0
Prop In Lane	1.00		0.99				0.00		0.75	1.00		0.00
Lane Grp Cap(c), veh/h	948	0	435				0	1247	597	805	2274	0
V/C Ratio(X)	0.43	0.00	1.81				0.00	0.77	0.77	0.94	0.68	0.00
Avail Cap(c_a), veh/h	948	0	435				0	1247	597	878	2274	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.45	0.45	0.33	0.33	0.00
Uniform Delay (d), s/veh	30.1	0.0	36.5				0.0	28.3	28.3	26.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	373.0				0.0	2.1	4.3	6.6	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
%ile BackOfQ(50%),veh/ln	3.9	0.0	55.0				0.0	9.7	9.7	6.3	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	0.0	409.5				0.0	30.4	32.6	33.0	0.6	0.0
LnGrp LOS	C	A	F				A	C	C	C	A	A
Approach Vol, veh/h	1194						1415			2311		
Approach Delay, s/veh	280.2						31.1			11.1		
Approach LOS	F						C			B		
Timer - Assigned Phs	1	2	4		6							
Phs Duration (G+Y+Rc), s	26.9	41.1	32.0		68.0							
Change Period (Y+Rc), s	4.0	5.0	5.0		5.0							
Max Green Setting (Gmax), s	25.0	34.0	27.0		63.0							
Max Q Clear Time (g_c+I1), s	22.4	26.5	29.0		2.0							
Green Ext Time (p_c), s	0.5	3.7	0.0		9.5							
Intersection Summary												
HCM 6th Ctrl Delay	82.2											
HCM 6th LOS	F											

Timings
3: Citrus Av. & Slover Av.

Slover Av. & Cypress Av. Warehouse (JN 13921)

12/20/2021

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	320	235	109	506	260	54	821	76	435	1095
Future Volume (vph)	320	235	109	506	260	54	821	76	435	1095
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	10.0	38.3	10.0	41.3	41.3	10.0	41.9	41.9	12.0	36.9
Total Split (s)	15.5	39.1	19.2	42.8	42.8	10.4	42.3	42.3	19.4	51.3
Total Split (%)	12.9%	32.6%	16.0%	35.7%	35.7%	8.7%	35.3%	35.3%	16.2%	42.8%
Yellow Time (s)	3.0	4.3	3.0	4.3	4.3	3.0	3.9	3.9	3.0	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	6.3	5.0	5.9	5.9	5.0	5.9
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

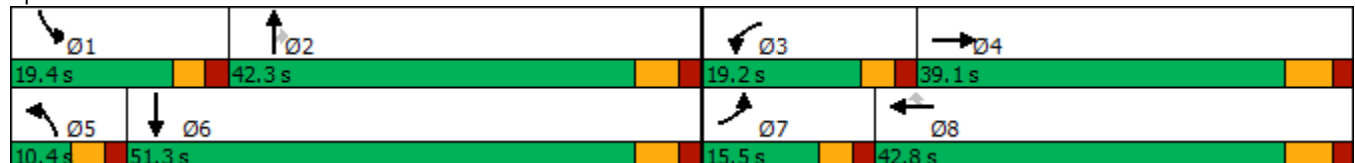
Cycle Length: 120

Actuated Cycle Length: 104.8

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Citrus Av. & Slover Av.



HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 3: Citrus Av. & Slover Av. 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	235	63	109	506	260	54	821	76	435	1095	819
Future Volume (veh/h)	320	235	63	109	506	260	54	821	76	435	1095	819
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	372	273	67	127	588	246	63	955	55	506	1273	814
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	352	657	158	156	773	342	141	1214	531	483	954	546
Arrive On Green	0.10	0.23	0.23	0.09	0.21	0.21	0.04	0.34	0.34	0.14	0.43	0.43
Sat Flow, veh/h	3510	2882	695	1810	3610	1597	3510	3610	1579	3510	2201	1258
Grp Volume(v), veh/h	372	169	171	127	588	246	63	955	55	506	1017	1070
Grp Sat Flow(s),veh/h/ln	1755	1805	1772	1810	1805	1597	1755	1805	1579	1755	1805	1655
Q Serve(g_s), s	10.5	8.4	8.6	7.2	16.0	15.0	1.8	25.0	2.5	14.4	45.4	45.4
Cycle Q Clear(g_c), s	10.5	8.4	8.6	7.2	16.0	15.0	1.8	25.0	2.5	14.4	45.4	45.4
Prop In Lane	1.00		0.39	1.00		1.00	1.00		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	352	412	404	156	773	342	141	1214	531	483	783	717
V/C Ratio(X)	1.06	0.41	0.42	0.81	0.76	0.72	0.45	0.79	0.10	1.05	1.30	1.49
Avail Cap(c_a), veh/h	352	565	555	245	1258	557	181	1255	549	483	783	717
HCM Platoon Ratio	1.00	1.00	1.00	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	47.1	34.4	34.5	47.0	38.6	38.2	49.1	31.4	23.9	45.2	29.7	29.7
Incr Delay (d2), s/veh	63.7	0.2	0.3	5.3	0.6	1.1	0.8	3.0	0.0	54.2	144.0	228.7
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	7.5	3.6	3.6	3.4	6.8	5.7	0.8	10.7	0.9	9.7	49.1	61.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.8	34.7	34.8	52.3	39.2	39.3	49.9	34.4	23.9	99.3	173.6	258.4
LnGrp LOS	F	C	C	D	D	D	D	C	C	F	F	F
Approach Vol, veh/h		712			961			1073			2593	
Approach Delay, s/veh		74.5			41.0			34.7			194.1	
Approach LOS		E			D			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.4	41.1	14.0	30.2	9.2	51.3	15.5	28.7				
Change Period (Y+Rc), s	5.0	5.9	5.0	6.3	5.0	5.9	5.0	6.3				
Max Green Setting (Gmax), s	14.4	36.4	14.2	32.8	5.4	45.4	10.5	36.5				
Max Q Clear Time (g_c+I1), s	16.4	27.0	9.2	10.6	3.8	47.4	12.5	18.0				
Green Ext Time (p_c), s	0.0	3.0	0.0	1.1	0.0	0.0	0.0	2.6				
Intersection Summary												
HCM 6th Ctrl Delay			118.6									
HCM 6th LOS			F									

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	121	72	0	0	94	15	48	0	10	0
Future Vol, veh/h	0	0	121	72	0	0	94	15	48	0	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	161	96	0	0	125	20	64	0	13	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	318	350	16	396	318	52	16	0	0	84	0	0
Stage 1	16	16	-	302	302	-	-	-	-	-	-	-
Stage 2	302	334	-	94	16	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	639	577	1069	568	602	1021	1615	-	-	1526	-	-
Stage 1	1009	886	-	712	668	-	-	-	-	-	-	-
Stage 2	712	647	-	918	886	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	597	528	1066	452	551	1021	1610	-	-	1526	-	-
Mov Cap-2 Maneuver	597	528	-	452	551	-	-	-	-	-	-	-
Stage 1	923	883	-	654	613	-	-	-	-	-	-	-
Stage 2	654	594	-	779	883	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	15.1	4.4	0
HCM LOS	A	C		

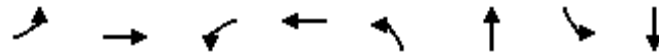
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1610	-	-	1066	452	1526	-
HCM Lane V/C Ratio	0.078	-	-	0.151	0.212	-	-
HCM Control Delay (s)	7.4	0	-	9	15.1	0	-
HCM Lane LOS	A	A	-	A	C	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	0.8	0	-

Timings

Slover Av. & Cypress Av. Warehouse (JN 13921)

7: Oleander Av. & Slover Av.

12/20/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	21	589	297	775	98	5	28	125
Future Volume (vph)	21	589	297	775	98	5	28	125
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.0	28.3	10.0	29.3	37.9	37.9	43.9	43.9
Total Split (s)	10.0	28.3	27.0	45.3	44.7	44.7	44.7	44.7
Total Split (%)	10.0%	28.3%	27.0%	45.3%	44.7%	44.7%	44.7%	44.7%
Yellow Time (s)	3.0	4.3	3.0	4.3	3.9	3.9	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	5.9	5.9	5.9	5.9
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 79.7

Natural Cycle: 135

Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Oleander Av. & Slover Av.

Ø2	Ø3	Ø4
44.7 s	27 s	28.3 s
Ø6	Ø7	Ø8
44.7 s	10 s	45.3 s

HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 7: Oleander Av. & Slover Av. 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	589	234	297	775	128	98	5	328	28	125	48
Future Volume (veh/h)	21	589	234	297	775	128	98	5	328	28	125	48
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		0.97	0.98		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	866	273	437	1140	138	144	7	278	41	184	58
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	55	671	211	454	1525	184	300	12	475	251	413	130
Arrive On Green	0.03	0.25	0.25	0.25	0.47	0.47	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	2672	841	1810	3230	390	1131	40	1577	1112	1371	432
Grp Volume(v), veh/h	31	584	555	437	636	642	144	0	285	41	0	242
Grp Sat Flow(s),veh/h/ln	1810	1805	1707	1810	1805	1815	1131	0	1616	1112	0	1803
Q Serve(g_s), s	1.5	22.0	22.0	20.9	25.1	25.3	10.3	0.0	13.1	2.8	0.0	9.5
Cycle Q Clear(g_c), s	1.5	22.0	22.0	20.9	25.1	25.3	19.8	0.0	13.1	15.9	0.0	9.5
Prop In Lane	1.00		0.49	1.00		0.21	1.00		0.98	1.00		0.24
Lane Grp Cap(c), veh/h	55	453	429	454	852	857	300	0	487	251	0	543
V/C Ratio(X)	0.57	1.29	1.29	0.96	0.75	0.75	0.48	0.00	0.59	0.16	0.00	0.45
Avail Cap(c_a), veh/h	103	453	429	454	852	857	461	0	716	408	0	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.9	32.8	32.8	32.4	18.8	18.9	32.7	0.0	26.0	32.7	0.0	24.7
Incr Delay (d2), s/veh	3.4	145.9	148.3	32.2	3.5	3.5	0.4	0.0	0.4	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	27.3	26.1	12.5	9.9	10.1	2.7	0.0	4.8	0.8	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	178.7	181.1	64.5	22.3	22.4	33.1	0.0	26.4	32.8	0.0	24.9
LnGrp LOS	D	F	F	E	C	C	C	A	C	C	A	C
Approach Vol, veh/h	1170			1715			429			283		
Approach Delay, s/veh	176.3			33.1			28.6			26.1		
Approach LOS	F			C			C			C		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	32.3		27.0	28.3		32.3		7.6	47.7			
Change Period (Y+Rc), s	5.9		5.0	6.3		5.9		5.0	6.3			
Max Green Setting (Gmax), s	38.8		22.0	22.0		38.8		5.0	39.0			
Max Q Clear Time (g_c+I1), s	21.8		22.9	24.0		17.9		3.5	27.3			
Green Ext Time (p_c), s	1.3		0.0	0.0		1.0		0.0	5.1			
Intersection Summary												
HCM 6th Ctrl Delay	78.6											
HCM 6th LOS	E											

Timings

Slover Av. & Cypress Av. Warehouse (JN 13921)

9: Cypress Av. & Slover Av.

12/20/2021

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	 	 		 			 	 		
Traffic Volume (vph)	272	614	42	641	165	56	318	159	355	495
Future Volume (vph)	272	614	42	641	165	56	318	159	355	495
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	5.0	7.0	5.0	7.0	5.0
Minimum Split (s)	10.0	35.3	10.0	38.3	10.0	10.0	38.5	10.0	37.5	10.0
Total Split (s)	12.0	38.3	12.0	38.3	10.0	10.0	39.7	10.0	39.7	12.0
Total Split (%)	12.0%	38.3%	12.0%	38.3%	10.0%	10.0%	39.7%	10.0%	39.7%	12.0%
Yellow Time (s)	3.0	4.3	3.0	4.3	3.0	3.0	4.3	3.0	4.3	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	5.0	5.0	6.3	5.0	6.3	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 87.7

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Splits and Phases: 9: Cypress Av. & Slover Av.

			
Ø1	Ø2	Ø3	Ø4
10 s	39.7 s	12 s	38.3 s
			
Ø5	Ø6	Ø7	Ø8
10 s	39.7 s	12 s	38.3 s

HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 9: Cypress Av. & Slover Av. 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	272	614	38	42	641	165	56	318	61	159	355	495
Future Volume (veh/h)	272	614	38	42	641	165	56	318	61	159	355	495
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	358	808	38	55	843	166	74	418	62	209	467	465
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	279	1164	55	76	1064	565	95	985	145	199	602	626
Arrive On Green	0.08	0.33	0.33	0.04	0.29	0.29	0.05	0.31	0.31	0.06	0.32	0.32
Sat Flow, veh/h	3510	3504	165	1810	3610	1607	1810	3149	464	3510	1900	1574
Grp Volume(v), veh/h	358	416	430	55	843	166	74	238	242	209	467	465
Grp Sat Flow(s),veh/h/ln	1755	1805	1864	1810	1805	1607	1810	1805	1808	1755	1900	1574
Q Serve(g_s), s	7.0	17.6	17.7	2.6	18.9	6.6	3.6	9.2	9.4	5.0	19.6	22.3
Cycle Q Clear(g_c), s	7.0	17.6	17.7	2.6	18.9	6.6	3.6	9.2	9.4	5.0	19.6	22.3
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	279	600	619	76	1064	565	95	565	566	199	602	626
V/C Ratio(X)	1.28	0.69	0.69	0.72	0.79	0.29	0.77	0.42	0.43	1.05	0.78	0.74
Avail Cap(c_a), veh/h	279	655	676	144	1310	674	103	684	685	199	720	724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	25.6	25.6	41.7	28.6	20.7	41.3	24.0	24.0	41.6	27.3	22.8
Incr Delay (d2), s/veh	152.6	2.9	2.8	12.3	2.8	0.3	28.5	0.5	0.5	77.6	4.5	3.5
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	8.8	7.4	7.6	1.4	7.9	2.3	2.3	3.7	3.8	4.2	8.9	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	193.2	28.4	28.3	54.0	31.4	21.0	69.8	24.5	24.5	119.2	31.7	26.3
LnGrp LOS	F	C	C	D	C	C	E	C	C	F	C	C
Approach Vol, veh/h		1204			1064			554			1141	
Approach Delay, s/veh		77.4			30.9			30.6			45.6	
Approach LOS		E			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	33.9	8.7	35.6	9.7	34.2	12.0	32.3				
Change Period (Y+Rc), s	5.0	6.3	5.0	6.3	5.0	6.3	5.0	6.3				
Max Green Setting (Gmax), s	5.0	33.4	7.0	32.0	5.0	33.4	7.0	32.0				
Max Q Clear Time (g_c+I1), s	7.0	11.4	4.6	19.7	5.6	24.3	9.0	20.9				
Green Ext Time (p_c), s	0.0	2.5	0.0	3.9	0.0	3.1	0.0	4.4				
Intersection Summary												
HCM 6th Ctrl Delay			49.2									
HCM 6th LOS			D									

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	700	41	72	656	18	36	0	55	12	1	11
Future Vol, veh/h	16	700	41	72	656	18	36	0	55	12	1	11
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	778	46	80	729	20	40	0	61	13	1	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	749	0	0	825	0	0	1363	1747	413	1324	1760	375
Stage 1	-	-	-	-	-	-	838	838	-	899	899	-
Stage 2	-	-	-	-	-	-	525	909	-	425	861	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	869	-	-	814	-	-	109	87	594	116	85	628
Stage 1	-	-	-	-	-	-	331	384	-	304	360	-
Stage 2	-	-	-	-	-	-	509	357	-	583	375	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	869	-	-	813	-	-	96	77	593	95	75	628
Mov Cap-2 Maneuver	-	-	-	-	-	-	96	77	-	95	75	-
Stage 1	-	-	-	-	-	-	324	376	-	298	325	-
Stage 2	-	-	-	-	-	-	448	322	-	512	367	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			1			41.8			33.4		
HCM LOS							E			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	195	869	-	-	813	-	-	153				
HCM Lane V/C Ratio	0.519	0.02	-	-	0.098	-	-	0.174				
HCM Control Delay (s)	41.8	9.2	-	-	9.9	-	-	33.4				
HCM Lane LOS	E	A	-	-	A	-	-	D				
HCM 95th %tile Q(veh)	2.6	0.1	-	-	0.3	-	-	0.6				

Timings

Slover Av. & Cypress Av. Warehouse (JN 13921)

1: Citrus Av. & I-10 WB Ramps

12/20/2021



Lane Group	WBL	WBR	NBT	NBR	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	383	505	1289	604	964	492
Future Volume (vph)	383	505	1289	604	964	492
Turn Type	Prot	Perm	NA	Perm	NA	Free
Protected Phases	8		2		6	
Permitted Phases		8		2		Free
Detector Phase	8	8	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	26.6	26.6	26.6	26.6	26.6	
Total Split (s)	53.6	53.6	36.4	36.4	36.4	
Total Split (%)	59.6%	59.6%	40.4%	40.4%	40.4%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Min	C-Min	C-Min	

Intersection Summary

Cycle Length: 90

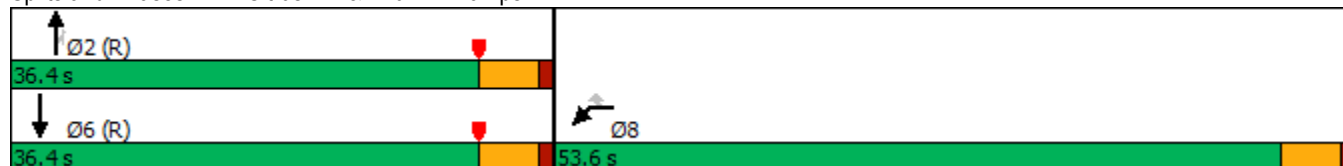
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 1: Citrus Av. & I-10 WB Ramps



HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 1: Citrus Av. & I-10 WB Ramps 12/20/2021

										
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations		 		  			 			
Traffic Volume (veh/h)	383	505	0	1289	604	0	964	492	0	0
Future Volume (veh/h)	383	505	0	1289	604	0	964	492	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No			
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	0	1900	1900		
Adj Flow Rate, veh/h	403	370	0	1357	600	0	1015	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0		
Cap, veh/h	457	716	0	3301	1021	0	2297			
Arrive On Green	0.25	0.25	0.00	1.00	1.00	0.00	0.64	0.00		
Sat Flow, veh/h	1810	2834	0	5358	1605	0	3705	1610		
Grp Volume(v), veh/h	403	370	0	1357	600	0	1015	0		
Grp Sat Flow(s),veh/h/ln	1810	1417	0	1729	1605	0	1805	1610		
Q Serve(g_s), s	19.3	10.1	0.0	0.0	0.0	0.0	12.8	0.0		
Cycle Q Clear(g_c), s	19.3	10.1	0.0	0.0	0.0	0.0	12.8	0.0		
Prop In Lane	1.00	1.00	0.00		1.00	0.00		1.00		
Lane Grp Cap(c), veh/h	457	716	0	3301	1021	0	2297			
V/C Ratio(X)	0.88	0.52	0.00	0.41	0.59	0.00	0.44			
Avail Cap(c_a), veh/h	977	1530	0	3301	1021	0	2297			
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	0.09	0.09	0.00	1.00	0.00		
Uniform Delay (d), s/veh	32.3	28.9	0.0	0.0	0.0	0.0	8.3	0.0		
Incr Delay (d2), s/veh	2.3	0.2	0.0	0.0	0.2	0.0	0.6	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.5	3.4	0.0	0.0	0.1	0.0	4.1	0.0		
Unsig. Movement Delay, s/veh										
LnGrp Delay(d),s/veh	34.6	29.1	0.0	0.0	0.2	0.0	8.9	0.0		
LnGrp LOS	C	C	A	A	A	A	A			
Approach Vol, veh/h	773			1957			1015	A		
Approach Delay, s/veh	32.0			0.1			8.9			
Approach LOS	C			A			A			
Timer - Assigned Phs	2				6		8			
Phs Duration (G+Y+Rc), s	62.3				62.3		27.7			
Change Period (Y+Rc), s	5.0				5.0		5.0			
Max Green Setting (Gmax), s	31.4				31.4		48.6			
Max Q Clear Time (g_c+I1), s	2.0				14.8		21.3			
Green Ext Time (p_c), s	8.5				4.1		1.5			
Intersection Summary										
HCM 6th Ctrl Delay			9.1							
HCM 6th LOS			A							
Notes										

Timings
2: Citrus Av. & I-10 EB Ramps

Slover Av. & Cypress Av. Warehouse (JN 13921)

12/20/2021



Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	495	5	1394	591	758
Future Volume (vph)	495	5	1394	591	758
Turn Type	Split	NA	NA	Prot	NA
Protected Phases	4	4	2	1	6
Permitted Phases					
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	25.0	9.0	10.0
Total Split (s)	40.0	40.0	27.0	23.0	50.0
Total Split (%)	44.4%	44.4%	30.0%	25.6%	55.6%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.0	5.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 90

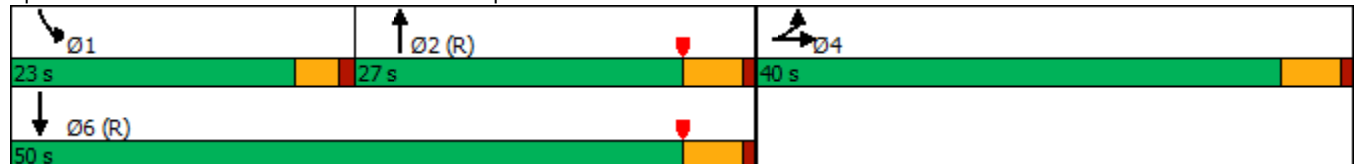
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 2: Citrus Av. & I-10 EB Ramps



HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 2: Citrus Av. & I-10 EB Ramps 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	495	5	350	0	0	0	0	1394	667	591	758	0
Future Volume (veh/h)	495	5	350	0	0	0	0	1394	667	591	758	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	527	5	289				0	1483	526	629	806	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	766	6	346				0	1629	567	687	2421	0
Arrive On Green	0.22	0.22	0.22				0.00	0.43	0.43	0.39	1.00	0.00
Sat Flow, veh/h	3510	27	1587				0	3953	1318	3510	3705	0
Grp Volume(v), veh/h	527	0	294				0	1354	655	629	806	0
Grp Sat Flow(s),veh/h/ln	1755	0	1614				0	1729	1642	1755	1805	0
Q Serve(g_s), s	12.4	0.0	15.7				0.0	33.0	34.0	15.3	0.0	0.0
Cycle Q Clear(g_c), s	12.4	0.0	15.7				0.0	33.0	34.0	15.3	0.0	0.0
Prop In Lane	1.00		0.98				0.00		0.80	1.00		0.00
Lane Grp Cap(c), veh/h	766	0	352				0	1489	707	687	2421	0
V/C Ratio(X)	0.69	0.00	0.83				0.00	0.91	0.93	0.92	0.33	0.00
Avail Cap(c_a), veh/h	1365	0	628				0	1489	707	741	2421	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.09	0.09	0.88	0.88	0.00
Uniform Delay (d), s/veh	32.4	0.0	33.6				0.0	24.0	24.3	26.7	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	2.0				0.0	1.1	2.7	13.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	5.9				0.0	12.1	12.2	5.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	0.0	35.6				0.0	25.0	27.0	40.1	0.3	0.0
LnGrp LOS	C	A	D				A	C	C	D	A	A
Approach Vol, veh/h	821						2009			1435		
Approach Delay, s/veh	33.8						25.7			17.8		
Approach LOS	C						C			B		
Timer - Assigned Phs	1	2	4		6							
Phs Duration (G+Y+Rc), s	21.6	43.8	24.6		65.4							
Change Period (Y+Rc), s	4.0	5.0	5.0		5.0							
Max Green Setting (Gmax), s	19.0	22.0	35.0		45.0							
Max Q Clear Time (g_c+I1), s	17.3	36.0	17.7		2.0							
Green Ext Time (p_c), s	0.3	0.0	2.0		3.5							
Intersection Summary												
HCM 6th Ctrl Delay	24.6											
HCM 6th LOS	C											

Timings
3: Citrus Av. & Slover Av.

Slover Av. & Cypress Av. Warehouse (JN 13921)

12/20/2021

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	693	920	93	324	424	71	1031	124	374	554
Future Volume (vph)	693	920	93	324	424	71	1031	124	374	554
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	10.0	39.3	10.0	38.3	38.3	10.0	41.9	41.9	12.0	36.9
Total Split (s)	19.0	47.3	14.5	42.8	42.8	10.8	43.2	43.2	15.0	47.4
Total Split (%)	15.8%	39.4%	12.1%	35.7%	35.7%	9.0%	36.0%	36.0%	12.5%	39.5%
Yellow Time (s)	3.0	4.3	3.0	4.3	4.3	3.0	3.9	3.9	3.0	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	6.3	5.0	5.9	5.9	5.0	5.9
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 112.6

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Citrus Av. & Slover Av.

			
Ø1	Ø2	Ø3	Ø4
15 s	43.2 s	14.5 s	47.3 s
			
Ø5	Ø6	Ø7	Ø8
10.8 s	47.4 s	19 s	42.8 s

HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 3: Citrus Av. & Slover Av. 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	693	920	42	93	324	424	71	1031	124	374	554	319
Future Volume (veh/h)	693	920	42	93	324	424	71	1031	124	374	554	319
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		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	722	958	17	97	338	397	74	1074	64	390	577	239
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	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	437	1187	21	122	974	434	141	1152	505	312	916	379
Arrive On Green	0.12	0.33	0.33	0.07	0.27	0.27	0.04	0.32	0.32	0.09	0.37	0.37
Sat Flow, veh/h	3510	3628	64	1810	3610	1608	3510	3610	1582	3510	2490	1030
Grp Volume(v), veh/h	722	477	498	97	338	397	74	1074	64	390	418	398
Grp Sat Flow(s),veh/h/ln	1755	1805	1887	1810	1805	1608	1755	1805	1582	1755	1805	1715
Q Serve(g_s), s	14.0	27.1	27.1	5.9	8.5	26.9	2.3	32.4	3.2	10.0	21.4	21.5
Cycle Q Clear(g_c), s	14.0	27.1	27.1	5.9	8.5	26.9	2.3	32.4	3.2	10.0	21.4	21.5
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		0.60
Lane Grp Cap(c), veh/h	437	591	617	122	974	434	141	1152	505	312	664	631
V/C Ratio(X)	1.65	0.81	0.81	0.80	0.35	0.91	0.53	0.93	0.13	1.25	0.63	0.63
Avail Cap(c_a), veh/h	437	658	688	153	1172	522	181	1198	525	312	666	633
HCM Platoon Ratio	1.00	1.00	1.00	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	49.2	34.6	34.6	51.7	33.1	39.8	52.9	37.1	27.2	51.2	29.2	29.2
Incr Delay (d2), s/veh	303.3	5.9	5.6	16.1	0.1	17.1	1.1	12.4	0.0	135.8	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	24.3	12.3	12.8	3.2	3.6	12.2	1.0	15.5	1.2	10.2	9.1	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	352.5	40.5	40.2	67.8	33.1	56.9	54.0	49.5	27.2	187.1	30.6	30.8
LnGrp LOS	F	D	D	E	C	E	D	D	C	F	C	C
Approach Vol, veh/h		1697			832			1212			1206	
Approach Delay, s/veh		173.1			48.5			48.6			81.3	
Approach LOS		F			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	41.8	12.6	43.1	9.5	47.3	19.0	36.6				
Change Period (Y+Rc), s	5.0	5.9	5.0	6.3	5.0	5.9	5.0	6.3				
Max Green Setting (Gmax), s	10.0	37.3	9.5	41.0	5.8	41.5	14.0	36.5				
Max Q Clear Time (g_c+I1), s	12.0	34.4	7.9	29.1	4.3	23.5	16.0	28.9				
Green Ext Time (p_c), s	0.0	1.5	0.0	2.9	0.0	2.8	0.0	1.4				
Intersection Summary												
HCM 6th Ctrl Delay			99.3									
HCM 6th LOS			F									

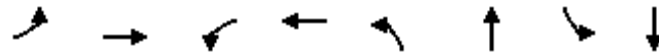
Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	42	18	3	0	40	10	17	1	6	0
Future Vol, veh/h	0	0	42	18	3	0	40	10	17	1	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	47	20	3	0	44	11	19	1	7	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	120	129	8	143	120	22	8	0	0	31	0	0
Stage 1	10	10	-	110	110	-	-	-	-	-	-	-
Stage 2	110	119	-	33	10	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	860	765	1080	831	774	1061	1625	-	-	1595	-	-
Stage 1	1016	891	-	900	808	-	-	-	-	-	-	-
Stage 2	900	801	-	988	891	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	838	741	1079	777	750	1060	1623	-	-	1593	-	-
Mov Cap-2 Maneuver	838	741	-	777	750	-	-	-	-	-	-	-
Stage 1	987	889	-	874	785	-	-	-	-	-	-	-
Stage 2	871	778	-	944	889	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.5		9.8		4.3		1					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1623	-	-	1079	773	1593	-	-				
HCM Lane V/C Ratio	0.027	-	-	0.043	0.03	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	8.5	9.8	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	-	-				

Timings

Slover Av. & Cypress Av. Warehouse (JN 13921)

7: Oleander Av. & Slover Av.

12/20/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	←	↑↑	←	↑↑	←	↑	←	↑
Traffic Volume (vph)	40	1336	55	636	53	5	23	7
Future Volume (vph)	40	1336	55	636	53	5	23	7
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.0	28.3	10.0	29.3	37.9	37.9	43.9	43.9
Total Split (s)	11.0	40.8	10.0	39.8	44.2	44.2	44.2	44.2
Total Split (%)	11.6%	42.9%	10.5%	41.9%	46.5%	46.5%	46.5%	46.5%
Yellow Time (s)	3.0	4.3	3.0	4.3	3.9	3.9	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	5.9	5.9	5.9	5.9
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 95

Actuated Cycle Length: 65.6

Natural Cycle: 105

Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Oleander Av. & Slover Av.

 02	 03	 04
44.2 s	10 s	40.8 s
 06	 07	 08
44.2 s	11 s	39.8 s

HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 7: Oleander Av. & Slover Av. 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1336	111	55	636	20	53	5	78	23	7	35
Future Volume (veh/h)	40	1336	111	55	636	20	53	5	78	23	7	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		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	1452	99	60	691	21	58	5	62	25	8	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	1767	120	99	1880	57	269	15	180	241	43	156
Arrive On Green	0.04	0.52	0.52	0.05	0.53	0.53	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1810	3430	233	1810	3574	109	1393	122	1507	1355	360	1305
Grp Volume(v), veh/h	43	761	790	60	349	363	58	0	67	25	0	37
Grp Sat Flow(s),veh/h/ln	1810	1805	1858	1810	1805	1878	1393	0	1629	1355	0	1665
Q Serve(g_s), s	1.3	19.6	19.8	1.8	6.3	6.3	2.2	0.0	2.1	1.0	0.0	1.1
Cycle Q Clear(g_c), s	1.3	19.6	19.8	1.8	6.3	6.3	3.3	0.0	2.1	3.0	0.0	1.1
Prop In Lane	1.00		0.13	1.00		0.06	1.00		0.93	1.00		0.78
Lane Grp Cap(c), veh/h	79	930	957	99	949	988	269	0	194	241	0	199
V/C Ratio(X)	0.54	0.82	0.83	0.61	0.37	0.37	0.22	0.00	0.34	0.10	0.00	0.19
Avail Cap(c_a), veh/h	196	1126	1159	164	1093	1137	1067	0	1128	1017	0	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	11.2	11.3	25.6	7.7	7.7	23.4	0.0	22.4	23.8	0.0	21.9
Incr Delay (d2), s/veh	2.1	3.8	3.9	2.2	0.2	0.2	0.1	0.0	0.4	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	6.1	6.4	0.7	1.7	1.7	0.6	0.0	0.7	0.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	15.0	15.2	27.8	7.9	7.9	23.6	0.0	22.8	23.8	0.0	22.1
LnGrp LOS	C	B	B	C	A	A	C	A	C	C	A	C
Approach Vol, veh/h		1594			772			125			62	
Approach Delay, s/veh		15.5			9.4			23.1			22.8	
Approach LOS		B			A			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.5	8.0	34.8		12.5	7.4	35.4				
Change Period (Y+Rc), s		5.9	5.0	6.3		5.9	5.0	6.3				
Max Green Setting (Gmax), s		38.3	5.0	34.5		38.3	6.0	33.5				
Max Q Clear Time (g_c+I1), s		5.3	3.8	21.8		5.0	3.3	8.3				
Green Ext Time (p_c), s		0.3	0.0	6.7		0.2	0.0	3.2				
Intersection Summary												
HCM 6th Ctrl Delay			14.2									
HCM 6th LOS			B									

Timings
9: Cypress Av. & Slover Av.

Slover Av. & Cypress Av. Warehouse (JN 13921)

12/20/2021

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	 	 		 			 	 		
Traffic Volume (vph)	305	1013	26	566	287	30	505	265	265	121
Future Volume (vph)	305	1013	26	566	287	30	505	265	265	121
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	5.0	7.0	5.0	7.0	5.0
Minimum Split (s)	10.0	35.3	10.0	38.3	10.0	10.0	38.5	10.0	38.5	10.0
Total Split (s)	20.0	38.3	20.0	38.3	20.0	20.0	38.7	20.0	38.7	20.0
Total Split (%)	17.1%	32.7%	17.1%	32.7%	17.1%	17.1%	33.1%	17.1%	33.1%	17.1%
Yellow Time (s)	3.0	4.3	3.0	4.3	3.0	3.0	4.3	3.0	4.3	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	5.0	5.0	6.3	5.0	6.3	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 117

Actuated Cycle Length: 92

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Splits and Phases: 9: Cypress Av. & Slover Av.

 Ø1	 Ø2	 Ø3	 Ø4
20 s	38.7 s	20 s	38.3 s
 Ø5	 Ø6	 Ø7	 Ø8
20 s	38.7 s	20 s	38.3 s

HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 9: Cypress Av. & Slover Av. 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	1013	58	26	566	287	30	505	31	265	265	121
Future Volume (veh/h)	305	1013	58	26	566	287	30	505	31	265	265	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	318	1055	50	27	590	233	31	526	29	276	276	87
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	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	425	1256	60	52	959	602	57	728	40	382	544	655
Arrive On Green	0.12	0.36	0.36	0.03	0.27	0.27	0.03	0.21	0.21	0.11	0.29	0.29
Sat Flow, veh/h	3510	3509	166	1810	3610	1608	1810	3479	191	3510	1900	1607
Grp Volume(v), veh/h	318	543	562	27	590	233	31	272	283	276	276	87
Grp Sat Flow(s),veh/h/ln	1755	1805	1870	1810	1805	1608	1810	1805	1866	1755	1900	1607
Q Serve(g_s), s	6.7	21.1	21.1	1.1	11.0	8.1	1.3	10.8	10.8	5.8	9.3	2.6
Cycle Q Clear(g_c), s	6.7	21.1	21.1	1.1	11.0	8.1	1.3	10.8	10.8	5.8	9.3	2.6
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	425	646	670	52	959	602	57	378	390	382	544	655
V/C Ratio(X)	0.75	0.84	0.84	0.52	0.62	0.39	0.54	0.72	0.72	0.72	0.51	0.13
Avail Cap(c_a), veh/h	689	755	783	355	1511	848	355	765	790	689	805	876
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	22.5	22.5	36.6	24.7	17.5	36.5	28.2	28.2	33.0	22.8	14.2
Incr Delay (d2), s/veh	2.7	7.4	7.2	8.0	0.6	0.4	7.8	2.6	2.6	2.6	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	2.8	9.1	9.4	0.6	4.3	2.7	0.7	4.5	4.7	2.4	3.9	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	29.9	29.7	44.6	25.3	17.9	44.3	30.8	30.7	35.6	23.5	14.3
LnGrp LOS	D	C	C	D	C	B	D	C	C	D	C	B
Approach Vol, veh/h		1423			850			586			639	
Approach Delay, s/veh		31.0			23.9			31.5			27.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	22.3	7.2	33.7	7.4	28.2	14.3	26.6				
Change Period (Y+Rc), s	5.0	6.3	5.0	6.3	5.0	6.3	5.0	6.3				
Max Green Setting (Gmax), s	15.0	32.4	15.0	32.0	15.0	32.4	15.0	32.0				
Max Q Clear Time (g_c+I1), s	7.8	12.8	3.1	23.1	3.3	11.3	8.7	13.0				
Green Ext Time (p_c), s	0.5	2.9	0.0	4.3	0.0	1.6	0.6	4.2				
Intersection Summary												
HCM 6th Ctrl Delay			28.7									
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	26.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	1087	55	74	892	9	57	1	70	3	2	7
Future Vol, veh/h	8	1087	55	74	892	9	57	1	70	3	2	7
Conflicting Peds, #/hr	0	0	3	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	1156	59	79	949	10	61	1	74	3	2	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	961	0	0	1218	0	0	1841	2326	611	1711	2350	482
Stage 1	-	-	-	-	-	-	1207	1207	-	1114	1114	-
Stage 2	-	-	-	-	-	-	634	1119	-	597	1236	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	724	-	-	580	-	-	~ 48	38	442	60	36	536
Stage 1	-	-	-	-	-	-	198	259	-	225	286	-
Stage 2	-	-	-	-	-	-	439	285	-	461	250	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	723	-	-	578	-	-	~ 40	32	441	43	31	535
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 40	32	-	43	31	-
Stage 1	-	-	-	-	-	-	195	255	-	222	246	-
Stage 2	-	-	-	-	-	-	370	245	-	377	246	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.9	\$ 462.1	57.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	79	723	-	-	578	-	-	81
HCM Lane V/C Ratio	1.724	0.012	-	-	0.136	-	-	0.158
HCM Control Delay (s)	\$ 462.1	10	-	-	12.2	-	-	57.6
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	11.6	0	-	-	0.5	-	-	0.5

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

APPENDIX 5.2:

OPENING YEAR CUMULATIVE (2023) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Volume Development - AM Peak Hour

1: Citrus Av. & I-10 WB Ramps													
PHF: <u>0.935</u>		7:00		Count Date: <u>3/14/2019</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	0	875	494	0	1,317	575	0	0	0	774	0	513	4,548
2: Citrus Av. & I-10 EB Ramps													
PHF: <u>0.922</u>		7:00		Count Date: <u>3/14/2019</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	0	995	433	694	1,434	0	374	4	848	0	0	0	4,781
3: Citrus Av. & Slover Av.													
PHF: <u>0.865</u>		7:00		Count Date: <u>3/4/2019</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	54	821	81	472	1,095	819	320	235	63	110	506	271	4,848
4: Oleander Av. & Driveway 1													
PHF: <u> </u>		7:15		Count Date: <u> </u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	0	15	21	0	10	0	0	0	0	6	0	0	53
5: Oleander Av. & Boyle Av./Drw 2													
PHF: <u>0.750</u>		7:15		Count Date: <u>4/13/2021</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	94	36	72	0	16	0	0	0	121	79	0	0	419
6: Oleander Av. & Driveway 3													
PHF: <u> </u>		7:15		Count Date: <u> </u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	0	201	25	0	218	0	0	0	0	7	0	0	451
7: Oleander Av. & Slover Av.													
PHF: <u>0.683</u>		7:00		Count Date: <u>5/8/2018</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	98	5	328	38	125	57	63	589	234	297	779	156	2,767
8: Driveway 4 & Slover Av.													
PHF: <u> </u>				Count Date: <u> </u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	0	0	0	0	0	4	0	955	0	0	1,227	6	2,192
9: Cypress Av. & Slover Av.													
PHF: <u>0.759</u>		7:00		Count Date: <u>5/8/2018</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	58	318	61	159	355	495	272	623	39	42	672	165	3,260
10: Juniper Av. & Slover Av.													
PHF: <u>0.899</u>		7:30		Count Date: <u>8/17/2021</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	36	0	55	12	1	11	31	706	41	72	675	18	1,657

Volume Development - PM Peak Hour

1: Citrus Av. & I-10 WB Ramps

	PHF:	0.953		4:30						Count Date:	3/14/2019		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	0	1,292	639	0	965	492	0	0	0	383	0	505	4,276

2: Citrus Av. & I-10 EB Ramps

	PHF:	0.936		4:00						Count Date:	8/17/2021		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	0	1,432	667	591	759	0	495	5	365	0	0	0	4,313

3: Citrus Av. & Slover Av.

	PHF:	0.957		4:30						Count Date:	3/4/2019		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	71	1,031	126	390	554	319	693	920	42	99	324	462	5,032

4: Oleander Av. & Driveway 1

	PHF:			SBL						Count Date:			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	0	10	9	0	7	0	0	0	0	19	0	0	45

5: Oleander Av. & Boyle Av./Drw 2

	PHF:	0.895		5:00						Count Date:	4/13/2021		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	40	19	29	1	25	0	0	0	42	48	3	0	207

6: Oleander Av. & Driveway 3

	PHF:			0:00						Count Date:			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	0	86	11	0	116	0	0	0	0	24	0	0	238

7: Oleander Av. & Slover Av.

	PHF:	0.921		4:30						Count Date:	5/8/2018		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	53	5	78	61	7	70	59	1,336	111	55	645	33	2,514

8: Driveway 4 & Slover Av.

	PHF:									Count Date:			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	0	0	0	0	0	9	0	1,476	0	0	723	2	2,210

9: Cypress Av. & Slover Av.

	PHF:	0.959		4:45						Count Date:	5/8/2018		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	31	505	31	265	265	121	305	1,048	61	26	580	287	3,527

10: Juniper Av. & Slover Av.

	PHF:	0.936		4:00						Count Date:	8/17/2021		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2023 WP:	57	1	70	3	2	7	29	1,107	55	74	900	9	2,315

Timings

Slover Av. & Cypress Av. Warehouse (JN 13921)

1: Citrus Av. & I-10 WB Ramps

12/20/2021



Lane Group	WBL	WBR	NBT	NBR	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	774	513	875	494	1317	575
Future Volume (vph)	774	513	875	494	1317	575
Turn Type	Prot	Perm	NA	Perm	NA	Free
Protected Phases	8		2		6	
Permitted Phases		8		2		Free
Detector Phase	8	8	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	26.6	26.6	26.6	26.6	26.6	
Total Split (s)	52.0	52.0	48.0	48.0	48.0	
Total Split (%)	52.0%	52.0%	48.0%	48.0%	48.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Min	C-Min	C-Min	

Intersection Summary

Cycle Length: 100

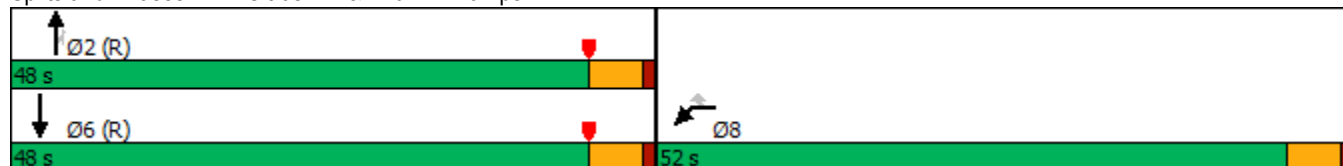
Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 1: Citrus Av. & I-10 WB Ramps



HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 1: Citrus Av. & I-10 WB Ramps 12/20/2021

										
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations		 		  			 			
Traffic Volume (veh/h)	774	513	0	875	494	0	1317	575	0	0
Future Volume (veh/h)	774	513	0	875	494	0	1317	575	0	0
Initial Q (Qb), veh	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		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No			
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	0	1900	1900		
Adj Flow Rate, veh/h	823	334	0	931	516	0	1401	0		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0		
Cap, veh/h	845	1323	0	2247	681	0	1564			
Arrive On Green	0.47	0.47	0.00	0.58	0.58	0.00	0.43	0.00		
Sat Flow, veh/h	1810	2834	0	5358	1571	0	3705	1610		
Grp Volume(v), veh/h	823	334	0	931	516	0	1401	0		
Grp Sat Flow(s),veh/h/ln	1810	1417	0	1729	1571	0	1805	1610		
Q Serve(g_s), s	44.5	7.1	0.0	10.0	24.7	0.0	36.0	0.0		
Cycle Q Clear(g_c), s	44.5	7.1	0.0	10.0	24.7	0.0	36.0	0.0		
Prop In Lane	1.00	1.00	0.00		1.00	0.00		1.00		
Lane Grp Cap(c), veh/h	845	1323	0	2247	681	0	1564			
V/C Ratio(X)	0.97	0.25	0.00	0.41	0.76	0.00	0.90			
Avail Cap(c_a), veh/h	850	1332	0	2247	681	0	1564			
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	0.52	0.52	0.00	1.00	0.00		
Uniform Delay (d), s/veh	26.1	16.1	0.0	14.1	17.3	0.0	26.3	0.0		
Incr Delay (d2), s/veh	24.4	0.0	0.0	0.3	4.2	0.0	8.4	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	23.7	2.3	0.0	3.3	7.2	0.0	15.8	0.0		
Unsig. Movement Delay, s/veh										
LnGrp Delay(d),s/veh	50.5	16.1	0.0	14.4	21.4	0.0	34.7	0.0		
LnGrp LOS	D	B	A	B	C	A	C			
Approach Vol, veh/h	1157			1447			1401	A		
Approach Delay, s/veh	40.6			16.9			34.7			
Approach LOS	D			B			C			
Timer - Assigned Phs	2					6		8		
Phs Duration (G+Y+Rc), s	48.3					48.3		51.7		
Change Period (Y+Rc), s	5.0					5.0		5.0		
Max Green Setting (Gmax), s	43.0					43.0		47.0		
Max Q Clear Time (g_c+I1), s	26.7					38.0		46.5		
Green Ext Time (p_c), s	4.7					2.9		0.2		
Intersection Summary										
HCM 6th Ctrl Delay			30.0							
HCM 6th LOS			C							

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
2: Citrus Av. & I-10 EB Ramps

Slover Av. & Cypress Av. Warehouse (JN 13921)

12/20/2021



Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	374	4	995	694	1434
Future Volume (vph)	374	4	995	694	1434
Turn Type	Split	NA	NA	Prot	NA
Protected Phases	4	4	2	1	6
Permitted Phases					
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	25.0	9.0	10.0
Total Split (s)	32.0	32.0	39.0	29.0	68.0
Total Split (%)	32.0%	32.0%	39.0%	29.0%	68.0%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.0	5.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 130

Control Type: Actuated-Coordinated

Splits and Phases: 2: Citrus Av. & I-10 EB Ramps

Ø1	Ø2 (R)	Ø4
29 s	39 s	32 s
Ø6 (R)		
68 s		

HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 2: Citrus Av. & I-10 EB Ramps 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	374	4	848	0	0	0	0	995	433	694	1434	0
Future Volume (veh/h)	374	4	848	0	0	0	0	995	433	694	1434	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	407	4	821				0	1082	345	754	1559	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	948	2	433				0	1399	446	805	2274	0
Arrive On Green	0.27	0.27	0.27				0.00	0.36	0.36	0.46	1.00	0.00
Sat Flow, veh/h	3510	8	1604				0	4049	1236	3510	3705	0
Grp Volume(v), veh/h	407	0	825				0	965	462	754	1559	0
Grp Sat Flow(s),veh/h/ln	1755	0	1611				0	1729	1656	1755	1805	0
Q Serve(g_s), s	9.6	0.0	27.0				0.0	24.7	24.7	20.4	0.0	0.0
Cycle Q Clear(g_c), s	9.6	0.0	27.0				0.0	24.7	24.7	20.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.75	1.00		0.00
Lane Grp Cap(c), veh/h	948	0	435				0	1247	597	805	2274	0
V/C Ratio(X)	0.43	0.00	1.90				0.00	0.77	0.77	0.94	0.69	0.00
Avail Cap(c_a), veh/h	948	0	435				0	1247	597	878	2274	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.46	0.46	0.32	0.32	0.00
Uniform Delay (d), s/veh	30.1	0.0	36.5				0.0	28.3	28.3	26.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	411.9				0.0	2.2	4.5	6.4	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
%ile BackOfQ(50%),veh/ln	3.9	0.0	59.7				0.0	9.9	9.9	6.3	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	0.0	448.4				0.0	30.6	32.9	32.8	0.5	0.0
LnGrp LOS	C	A	F				A	C	C	C	A	A
Approach Vol, veh/h	1232						1427			2313		
Approach Delay, s/veh	310.3						31.3			11.1		
Approach LOS	F						C			B		
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	26.9	41.1		32.0			68.0					
Change Period (Y+Rc), s	4.0	5.0		5.0			5.0					
Max Green Setting (Gmax), s	25.0	34.0		27.0			63.0					
Max Q Clear Time (g_c+I1), s	22.4	26.7		29.0			2.0					
Green Ext Time (p_c), s	0.5	3.6		0.0			9.6					
Intersection Summary												
HCM 6th Ctrl Delay	91.0											
HCM 6th LOS	F											

Timings
3: Citrus Av. & Slover Av.

Slover Av. & Cypress Av. Warehouse (JN 13921)

12/20/2021

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	320	235	110	506	271	54	821	81	472	1095
Future Volume (vph)	320	235	110	506	271	54	821	81	472	1095
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	10.0	38.3	10.0	41.3	41.3	10.0	41.9	41.9	12.0	36.9
Total Split (s)	16.0	39.1	19.2	42.3	42.3	10.4	42.3	42.3	19.4	51.3
Total Split (%)	13.3%	32.6%	16.0%	35.3%	35.3%	8.7%	35.3%	35.3%	16.2%	42.8%
Yellow Time (s)	3.0	4.3	3.0	4.3	4.3	3.0	3.9	3.9	3.0	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	6.3	5.0	5.9	5.9	5.0	5.9
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 105.4

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Citrus Av. & Slover Av.

			
Ø1	Ø2	Ø3	Ø4
19.4 s	42.3 s	19.2 s	39.1 s
			
Ø5	Ø6	Ø7	Ø8
10.4 s	51.3 s	16 s	42.3 s

HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 3: Citrus Av. & Slover Av. 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	235	63	110	506	271	54	821	81	472	1095	819
Future Volume (veh/h)	320	235	63	110	506	271	54	821	81	472	1095	819
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	372	273	67	128	588	259	63	955	61	549	1273	814
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	367	667	161	157	772	341	140	1207	528	480	949	542
Arrive On Green	0.10	0.23	0.23	0.09	0.21	0.21	0.04	0.33	0.33	0.14	0.43	0.43
Sat Flow, veh/h	3510	2882	695	1810	3610	1597	3510	3610	1578	3510	2201	1258
Grp Volume(v), veh/h	372	169	171	128	588	259	63	955	61	549	1017	1070
Grp Sat Flow(s),veh/h/ln	1755	1805	1772	1810	1805	1597	1755	1805	1578	1755	1805	1655
Q Serve(g_s), s	11.0	8.4	8.6	7.3	16.1	16.0	1.8	25.2	2.8	14.4	45.4	45.4
Cycle Q Clear(g_c), s	11.0	8.4	8.6	7.3	16.1	16.0	1.8	25.2	2.8	14.4	45.4	45.4
Prop In Lane	1.00		0.39	1.00		1.00	1.00		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	367	418	410	157	772	341	140	1207	528	480	778	713
V/C Ratio(X)	1.01	0.40	0.42	0.82	0.76	0.76	0.45	0.79	0.12	1.14	1.31	1.50
Avail Cap(c_a), veh/h	367	562	552	244	1234	546	180	1248	546	480	778	713
HCM Platoon Ratio	1.00	1.00	1.00	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	47.2	34.3	34.4	47.3	38.9	38.9	49.4	31.7	24.3	45.5	30.0	30.0
Incr Delay (d2), s/veh	50.8	0.2	0.3	5.9	0.6	1.3	0.8	3.1	0.0	86.9	147.3	232.6
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	7.2	3.6	3.6	3.4	6.9	6.1	0.8	10.9	1.0	11.8	49.7	62.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.9	34.6	34.7	53.2	39.5	40.2	50.3	34.8	24.3	132.4	177.3	262.5
LnGrp LOS	F	C	C	D	D	D	D	C	C	F	F	F
Approach Vol, veh/h		712			975			1079			2636	
Approach Delay, s/veh		67.7			41.5			35.2			202.5	
Approach LOS		E			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.4	41.1	14.1	30.7	9.2	51.3	16.0	28.8				
Change Period (Y+Rc), s	5.0	5.9	5.0	6.3	5.0	5.9	5.0	6.3				
Max Green Setting (Gmax), s	14.4	36.4	14.2	32.8	5.4	45.4	11.0	36.0				
Max Q Clear Time (g_c+I1), s	16.4	27.2	9.3	10.6	3.8	47.4	13.0	18.1				
Green Ext Time (p_c), s	0.0	3.0	0.0	1.1	0.0	0.0	0.0	2.6				
Intersection Summary												
HCM 6th Ctrl Delay				122.3								
HCM 6th LOS				F								

Intersection

Int Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	0	15	21	0	10
Future Vol, veh/h	6	0	15	21	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	0	16	23	0	11

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	39	28	0
Stage 1	28	-	-
Stage 2	11	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	978	1053	-
Stage 1	1000	-	-
Stage 2	1017	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	978	1053	-
Mov Cap-2 Maneuver	978	-	-
Stage 1	1000	-	-
Stage 2	1017	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	978	1584
HCM Lane V/C Ratio	-	-	0.007	-
HCM Control Delay (s)	-	-	8.7	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	121	79	0	0	94	36	72	0	16	0
Future Vol, veh/h	0	0	121	79	0	0	94	36	72	0	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	161	105	0	0	125	48	96	0	21	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	370	418	24	448	370	96	24	0	0	144	0	0
Stage 1	24	24	-	346	346	-	-	-	-	-	-	-
Stage 2	346	394	-	102	24	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	590	529	1058	524	563	966	1604	-	-	1451	-	-
Stage 1	999	879	-	674	639	-	-	-	-	-	-	-
Stage 2	674	609	-	909	879	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	550	482	1055	414	513	966	1599	-	-	1451	-	-
Mov Cap-2 Maneuver	550	482	-	414	513	-	-	-	-	-	-	-
Stage 1	910	876	-	616	584	-	-	-	-	-	-	-
Stage 2	616	557	-	770	876	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		16.6		3.5		0	
HCM LOS	A		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1599	-	-	1055	414	1451	-
HCM Lane V/C Ratio	0.078	-	-	0.153	0.254	-	-
HCM Control Delay (s)	7.4	0	-	9	16.6	0	-
HCM Lane LOS	A	A	-	A	C	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	1	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	0	201	25	0	218
Future Vol, veh/h	7	0	201	25	0	218
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	0	218	27	0	237

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	469	232	0	0	245
Stage 1	232	-	-	-	-
Stage 2	237	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	556	812	-	-	1333
Stage 1	811	-	-	-	-
Stage 2	807	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	556	812	-	-	1333
Mov Cap-2 Maneuver	556	-	-	-	-
Stage 1	811	-	-	-	-
Stage 2	807	-	-	-	-

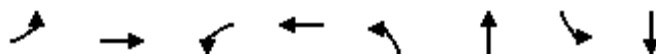
Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	556	1333
HCM Lane V/C Ratio	-	-	0.014	-
HCM Control Delay (s)	-	-	11.6	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Timings
7: Oleander Av. & Slover Av.

Slover Av. & Cypress Av. Warehouse (JN 13921)

12/20/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	63	589	297	779	98	5	38	125
Future Volume (vph)	63	589	297	779	98	5	38	125
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.0	28.3	10.0	29.3	37.9	37.9	43.9	43.9
Total Split (s)	11.0	28.3	25.7	43.0	46.0	46.0	46.0	46.0
Total Split (%)	11.0%	28.3%	25.7%	43.0%	46.0%	46.0%	46.0%	46.0%
Yellow Time (s)	3.0	4.3	3.0	4.3	3.9	3.9	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	5.9	5.9	5.9	5.9
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary

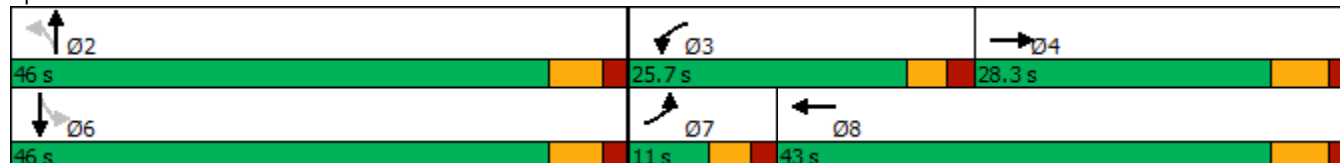
Cycle Length: 100

Actuated Cycle Length: 78.5

Natural Cycle: 135

Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Oleander Av. & Slover Av.



HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 7: Oleander Av. & Slover Av. 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	63	589	234	297	779	156	98	5	328	38	125	57
Future Volume (veh/h)	63	589	234	297	779	156	98	5	328	38	125	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	0.98		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	93	866	273	437	1146	179	144	7	278	56	184	71
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	679	214	433	1331	207	299	12	486	261	398	153
Arrive On Green	0.07	0.25	0.25	0.24	0.43	0.43	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	2672	841	1810	3114	484	1119	40	1577	1112	1290	498
Grp Volume(v), veh/h	93	584	555	437	662	663	144	0	285	56	0	255
Grp Sat Flow(s),veh/h/ln	1810	1805	1708	1810	1805	1794	1119	0	1616	1112	0	1788
Q Serve(g_s), s	4.4	22.0	22.0	20.7	28.7	29.1	10.3	0.0	12.8	3.9	0.0	10.0
Cycle Q Clear(g_c), s	4.4	22.0	22.0	20.7	28.7	29.1	20.3	0.0	12.8	16.7	0.0	10.0
Prop In Lane	1.00		0.49	1.00		0.27	1.00		0.98	1.00		0.28
Lane Grp Cap(c), veh/h	119	459	434	433	771	767	299	0	498	261	0	551
V/C Ratio(X)	0.78	1.27	1.28	1.01	0.86	0.86	0.48	0.00	0.57	0.21	0.00	0.46
Avail Cap(c_a), veh/h	125	459	434	433	771	767	473	0	749	433	0	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.8	32.3	32.3	32.9	22.4	22.5	32.3	0.0	25.2	32.2	0.0	24.2
Incr Delay (d2), s/veh	22.9	139.6	141.9	45.8	9.4	10.0	0.4	0.0	0.4	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	26.6	25.5	13.9	12.7	12.9	2.7	0.0	4.7	1.0	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.7	171.8	174.2	78.8	31.8	32.5	32.8	0.0	25.5	32.3	0.0	24.4
LnGrp LOS	E	F	F	F	C	C	C	A	C	C	A	C
Approach Vol, veh/h	1232		1762				429		311			
Approach Delay, s/veh	164.7		43.7				28.0		25.8			
Approach LOS	F		D				C		C			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	32.6		25.7		28.3		32.6		10.7		43.3	
Change Period (Y+Rc), s	5.9		5.0		6.3		5.9		5.0		6.3	
Max Green Setting (Gmax), s	40.1		20.7		22.0		40.1		6.0		36.7	
Max Q Clear Time (g_c+I1), s	22.3		22.7		24.0		18.7		6.4		31.1	
Green Ext Time (p_c), s	1.3		0.0		0.0		1.2		0.0		3.2	
Intersection Summary												
HCM 6th Ctrl Delay	80.3											
HCM 6th LOS	F											

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Vol, veh/h	0	955	1227	6	0	4
Future Vol, veh/h	0	955	1227	6	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1038	1334	7	0	4
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	671
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	404
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	404
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		14		
HCM LOS				B		
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	404		
HCM Lane V/C Ratio	-	-	-	0.011		
HCM Control Delay (s)	-	-	-	14		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0		

Timings

Slover Av. & Cypress Av. Warehouse (JN 13921)

9: Cypress Av. & Slover Av.

12/20/2021

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	 	 		 			 	 		
Traffic Volume (vph)	272	623	42	672	165	58	318	159	355	495
Future Volume (vph)	272	623	42	672	165	58	318	159	355	495
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	5.0	7.0	5.0	7.0	5.0
Minimum Split (s)	10.0	35.3	10.0	38.3	10.0	10.0	38.5	10.0	37.5	10.0
Total Split (s)	12.0	38.3	12.0	38.3	10.0	10.0	39.7	10.0	39.7	12.0
Total Split (%)	12.0%	38.3%	12.0%	38.3%	10.0%	10.0%	39.7%	10.0%	39.7%	12.0%
Yellow Time (s)	3.0	4.3	3.0	4.3	3.0	3.0	4.3	3.0	4.3	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	5.0	5.0	6.3	5.0	6.3	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 88.3

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Splits and Phases: 9: Cypress Av. & Slover Av.

			
Ø1	Ø2	Ø3	Ø4
10 s	39.7 s	12 s	38.3 s
			
Ø5	Ø6	Ø7	Ø8
10 s	39.7 s	12 s	38.3 s

HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 9: Cypress Av. & Slover Av. 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	272	623	39	42	672	165	58	318	61	159	355	495
Future Volume (veh/h)	272	623	39	42	672	165	58	318	61	159	355	495
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	358	820	39	55	884	166	76	418	62	209	467	465
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	273	1184	56	75	1089	574	98	988	145	195	599	621
Arrive On Green	0.08	0.34	0.34	0.04	0.30	0.30	0.05	0.31	0.31	0.06	0.32	0.32
Sat Flow, veh/h	3510	3502	167	1810	3610	1607	1810	3149	464	3510	1900	1574
Grp Volume(v), veh/h	358	423	436	55	884	166	76	238	242	209	467	465
Grp Sat Flow(s),veh/h/ln	1755	1805	1864	1810	1805	1607	1810	1805	1808	1755	1900	1574
Q Serve(g_s), s	7.0	18.2	18.2	2.7	20.4	6.7	3.7	9.4	9.5	5.0	20.1	22.9
Cycle Q Clear(g_c), s	7.0	18.2	18.2	2.7	20.4	6.7	3.7	9.4	9.5	5.0	20.1	22.9
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	273	610	630	75	1089	574	98	566	567	195	599	621
V/C Ratio(X)	1.31	0.69	0.69	0.73	0.81	0.29	0.78	0.42	0.43	1.07	0.78	0.75
Avail Cap(c_a), veh/h	273	642	663	141	1285	661	101	670	671	195	706	710
HCM Platoon Ratio	1.00	1.00	1.00	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	41.5	25.7	25.7	42.6	29.0	20.7	42.0	24.4	24.5	42.5	28.0	23.5
Incr Delay (d2), s/veh	163.4	3.0	2.9	12.8	3.5	0.3	30.1	0.5	0.5	84.5	4.8	3.8
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	9.1	7.7	7.9	1.4	8.7	2.3	2.4	3.8	3.9	4.4	9.2	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	204.8	28.8	28.7	55.4	32.5	21.0	72.1	24.9	25.0	126.9	32.8	27.4
LnGrp LOS	F	C	C	E	C	C	E	C	C	F	C	C
Approach Vol, veh/h		1217			1105			556			1141	
Approach Delay, s/veh		80.5			31.9			31.4			47.8	
Approach LOS		F			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	34.5	8.7	36.7	9.9	34.6	12.0	33.4				
Change Period (Y+Rc), s	5.0	6.3	5.0	6.3	5.0	6.3	5.0	6.3				
Max Green Setting (Gmax), s	5.0	33.4	7.0	32.0	5.0	33.4	7.0	32.0				
Max Q Clear Time (g_c+I1), s	7.0	11.5	4.7	20.2	5.7	24.9	9.0	22.4				
Green Ext Time (p_c), s	0.0	2.5	0.0	3.8	0.0	3.0	0.0	4.2				
Intersection Summary												
HCM 6th Ctrl Delay			51.1									
HCM 6th LOS			D									

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	706	41	72	675	18	36	0	55	12	1	11
Future Vol, veh/h	31	706	41	72	675	18	36	0	55	12	1	11
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	34	784	46	80	750	20	40	0	61	13	1	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	770	0	0	831	0	0	1412	1806	416	1380	1819	385
Stage 1	-	-	-	-	-	-	876	876	-	920	920	-
Stage 2	-	-	-	-	-	-	536	930	-	460	899	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	854	-	-	810	-	-	100	80	591	105	79	619
Stage 1	-	-	-	-	-	-	314	369	-	296	352	-
Stage 2	-	-	-	-	-	-	501	349	-	556	360	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	854	-	-	809	-	-	87	69	590	84	68	619
Mov Cap-2 Maneuver	-	-	-	-	-	-	87	69	-	84	68	-
Stage 1	-	-	-	-	-	-	301	354	-	284	317	-
Stage 2	-	-	-	-	-	-	441	314	-	479	345	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.9			48.4			37.5		
HCM LOS							E			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	179	854	-	-	809	-	-	137				
HCM Lane V/C Ratio	0.565	0.04	-	-	0.099	-	-	0.195				
HCM Control Delay (s)	48.4	9.4	-	-	9.9	-	-	37.5				
HCM Lane LOS	E	A	-	-	A	-	-	E				
HCM 95th %tile Q(veh)	3	0.1	-	-	0.3	-	-	0.7				

Timings

Slover Av. & Cypress Av. Warehouse (JN 13921)

1: Citrus Av. & I-10 WB Ramps

12/20/2021



Lane Group	WBL	WBR	NBT	NBR	SBT	SBR
Lane Configurations	↰	↰↰	↰↰↰	↰	↰↰	↰
Traffic Volume (vph)	383	505	1292	639	965	492
Future Volume (vph)	383	505	1292	639	965	492
Turn Type	Prot	Perm	NA	Perm	NA	Free
Protected Phases	8		2		6	
Permitted Phases		8		2		Free
Detector Phase	8	8	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	26.6	26.6	26.6	26.6	26.6	
Total Split (s)	63.0	63.0	27.0	27.0	27.0	
Total Split (%)	70.0%	70.0%	30.0%	30.0%	30.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Min	C-Min	C-Min	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 1: Citrus Av. & I-10 WB Ramps



HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 1: Citrus Av. & I-10 WB Ramps 12/20/2021

										
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations		 		  			 			
Traffic Volume (veh/h)	383	505	0	1292	639	0	965	492	0	0
Future Volume (veh/h)	383	505	0	1292	639	0	965	492	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No			
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	0	1900	1900		
Adj Flow Rate, veh/h	403	370	0	1360	637	0	1016	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0		
Cap, veh/h	457	716	0	3300	1021	0	2297			
Arrive On Green	0.25	0.25	0.00	0.85	0.85	0.00	0.64	0.00		
Sat Flow, veh/h	1810	2834	0	5358	1605	0	3705	1610		
Grp Volume(v), veh/h	403	370	0	1360	637	0	1016	0		
Grp Sat Flow(s),veh/h/ln	1810	1417	0	1729	1605	0	1805	1610		
Q Serve(g_s), s	19.3	10.1	0.0	5.6	11.6	0.0	12.8	0.0		
Cycle Q Clear(g_c), s	19.3	10.1	0.0	5.6	11.6	0.0	12.8	0.0		
Prop In Lane	1.00	1.00	0.00		1.00	0.00		1.00		
Lane Grp Cap(c), veh/h	457	716	0	3300	1021	0	2297			
V/C Ratio(X)	0.88	0.52	0.00	0.41	0.62	0.00	0.44			
Avail Cap(c_a), veh/h	1166	1826	0	3300	1021	0	2297			
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00		
Upstream Filter(l)	1.00	1.00	0.00	0.09	0.09	0.00	1.00	0.00		
Uniform Delay (d), s/veh	32.3	28.9	0.0	2.9	3.4	0.0	8.3	0.0		
Incr Delay (d2), s/veh	2.3	0.2	0.0	0.0	0.3	0.0	0.6	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.5	3.4	0.0	1.2	1.9	0.0	4.1	0.0		
Unsig. Movement Delay, s/veh										
LnGrp Delay(d),s/veh	34.6	29.1	0.0	3.0	3.7	0.0	8.9	0.0		
LnGrp LOS	C	C	A	A	A	A	A			
Approach Vol, veh/h	773			1997			1016	A		
Approach Delay, s/veh	32.0			3.2			8.9			
Approach LOS	C			A			A			
Timer - Assigned Phs	2					6		8		
Phs Duration (G+Y+Rc), s	62.3					62.3		27.7		
Change Period (Y+Rc), s	5.0					5.0		5.0		
Max Green Setting (Gmax), s	22.0					22.0		58.0		
Max Q Clear Time (g_c+I1), s	13.6					14.8		21.3		
Green Ext Time (p_c), s	4.8					2.7		1.5		
Intersection Summary										
HCM 6th Ctrl Delay			10.6							
HCM 6th LOS			B							

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
2: Citrus Av. & I-10 EB Ramps

Slover Av. & Cypress Av. Warehouse (JN 13921)

12/20/2021



Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	495	5	1432	591	759
Future Volume (vph)	495	5	1432	591	759
Turn Type	Split	NA	NA	Prot	NA
Protected Phases	4	4	2	1	6
Permitted Phases					
Detector Phase	4	4	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	25.0	9.0	10.0
Total Split (s)	40.0	40.0	27.0	23.0	50.0
Total Split (%)	44.4%	44.4%	30.0%	25.6%	55.6%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.0	5.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 90

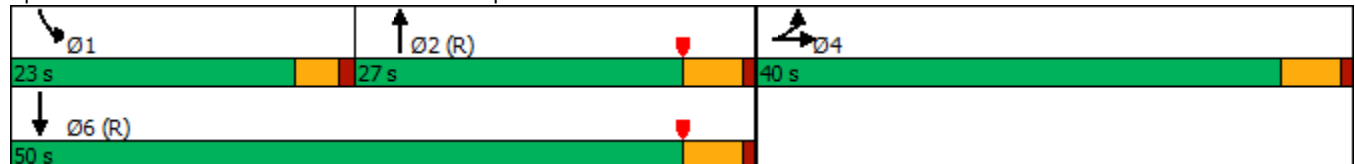
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 2: Citrus Av. & I-10 EB Ramps



HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 2: Citrus Av. & I-10 EB Ramps 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	495	5	365	0	0	0	0	1432	667	591	759	0
Future Volume (veh/h)	495	5	365	0	0	0	0	1432	667	591	759	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	527	5	305				0	1523	526	629	807	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	801	6	362				0	1604	543	687	2385	0
Arrive On Green	0.23	0.23	0.23				0.00	0.42	0.42	0.39	1.00	0.00
Sat Flow, veh/h	3510	26	1588				0	3985	1291	3510	3705	0
Grp Volume(v), veh/h	527	0	310				0	1378	671	629	807	0
Grp Sat Flow(s),veh/h/ln	1755	0	1614				0	1729	1647	1755	1805	0
Q Serve(g_s), s	12.3	0.0	16.5				0.0	34.5	35.8	15.3	0.0	0.0
Cycle Q Clear(g_c), s	12.3	0.0	16.5				0.0	34.5	35.8	15.3	0.0	0.0
Prop In Lane	1.00		0.98				0.00		0.78	1.00		0.00
Lane Grp Cap(c), veh/h	801	0	368				0	1455	693	687	2385	0
V/C Ratio(X)	0.66	0.00	0.84				0.00	0.95	0.97	0.92	0.34	0.00
Avail Cap(c_a), veh/h	1365	0	628				0	1455	693	741	2385	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.09	0.09	0.87	0.87	0.00
Uniform Delay (d), s/veh	31.5	0.0	33.2				0.0	25.1	25.5	26.7	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	2.0				0.0	1.9	5.2	13.3	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
%ile BackOfQ(50%),veh/ln	4.9	0.0	6.2				0.0	12.9	13.4	5.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	0.0	35.2				0.0	27.0	30.7	40.0	0.3	0.0
LnGrp LOS	C	A	D				A	C	C	D	A	A
Approach Vol, veh/h	837						2049			1436		
Approach Delay, s/veh	33.1						28.2			17.7		
Approach LOS	C						C			B		
Timer - Assigned Phs	1	2	4		6							
Phs Duration (G+Y+Rc), s	21.6	42.9	25.5		64.5							
Change Period (Y+Rc), s	4.0	5.0	5.0		5.0							
Max Green Setting (Gmax), s	19.0	22.0	35.0		45.0							
Max Q Clear Time (g_c+I1), s	17.3	37.8	18.5		2.0							
Green Ext Time (p_c), s	0.3	0.0	2.0		3.5							
Intersection Summary												
HCM 6th Ctrl Delay	25.7											
HCM 6th LOS	C											

Timings
3: Citrus Av. & Slover Av.

Slover Av. & Cypress Av. Warehouse (JN 13921)

12/20/2021

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	693	920	99	324	462	71	1031	126	390	554
Future Volume (vph)	693	920	99	324	462	71	1031	126	390	554
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	10.0	39.3	10.0	38.3	38.3	10.0	41.9	41.9	12.0	36.9
Total Split (s)	19.0	47.3	14.5	42.8	42.8	10.8	43.2	43.2	15.0	47.4
Total Split (%)	15.8%	39.4%	12.1%	35.7%	35.7%	9.0%	36.0%	36.0%	12.5%	39.5%
Yellow Time (s)	3.0	4.3	3.0	4.3	4.3	3.0	3.9	3.9	3.0	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	6.3	5.0	5.9	5.9	5.0	5.9
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 113.1

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Citrus Av. & Slover Av.

			
Ø1	Ø2	Ø3	Ø4
15 s	43.2 s	14.5 s	47.3 s
			
Ø5	Ø6	Ø7	Ø8
10.8 s	47.4 s	19 s	42.8 s

HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 3: Citrus Av. & Slover Av. 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	693	920	42	99	324	462	71	1031	126	390	554	319
Future Volume (veh/h)	693	920	42	99	324	462	71	1031	126	390	554	319
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		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	722	958	17	103	338	436	74	1074	66	406	577	239
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	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	422	1229	22	128	1044	465	137	1135	497	301	899	372
Arrive On Green	0.12	0.34	0.34	0.07	0.29	0.29	0.04	0.31	0.31	0.09	0.36	0.36
Sat Flow, veh/h	3510	3628	64	1810	3610	1608	3510	3610	1582	3510	2490	1030
Grp Volume(v), veh/h	722	477	498	103	338	436	74	1074	66	406	418	398
Grp Sat Flow(s),veh/h/ln	1755	1805	1887	1810	1805	1608	1755	1805	1582	1755	1805	1715
Q Serve(g_s), s	14.0	27.7	27.7	6.5	8.6	30.8	2.4	33.8	3.5	10.0	22.4	22.5
Cycle Q Clear(g_c), s	14.0	27.7	27.7	6.5	8.6	30.8	2.4	33.8	3.5	10.0	22.4	22.5
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		0.60
Lane Grp Cap(c), veh/h	422	611	639	128	1044	465	137	1135	497	301	652	619
V/C Ratio(X)	1.71	0.78	0.78	0.81	0.32	0.94	0.54	0.95	0.13	1.35	0.64	0.64
Avail Cap(c_a), veh/h	422	635	664	148	1131	504	175	1155	506	301	652	619
HCM Platoon Ratio	1.00	1.00	1.00	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	51.3	34.6	34.6	53.4	32.5	40.4	55.0	39.0	28.6	53.3	30.9	31.0
Incr Delay (d2), s/veh	330.4	5.4	5.1	20.9	0.1	23.7	1.2	15.0	0.0	177.0	1.7	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.3	12.5	13.0	3.6	3.6	14.7	1.1	16.6	1.3	11.7	9.6	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	381.7	40.0	39.8	74.3	32.5	64.0	56.2	54.0	28.6	230.3	32.6	32.7
LnGrp LOS	F	D	D	E	C	E	E	D	C	F	C	C
Approach Vol, veh/h		1697			877			1214			1222	
Approach Delay, s/veh		185.3			53.1			52.8			98.3	
Approach LOS		F			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	42.5	13.2	45.8	9.5	48.0	19.0	40.0				
Change Period (Y+Rc), s	5.0	5.9	5.0	6.3	5.0	5.9	5.0	6.3				
Max Green Setting (Gmax), s	10.0	37.3	9.5	41.0	5.8	41.5	14.0	36.5				
Max Q Clear Time (g_c+I1), s	12.0	35.8	8.5	29.7	4.4	24.5	16.0	32.8				
Green Ext Time (p_c), s	0.0	0.8	0.0	2.9	0.0	2.8	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			108.8									
HCM 6th LOS			F									

Intersection						
Int Delay, s/veh	3.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	0	10	9	0	7
Future Vol, veh/h	19	0	10	9	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	0	11	10	0	8

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	24	16	0	0	21
Stage 1	16	-	-	-	-
Stage 2	8	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	997	1069	-	-	1608
Stage 1	1012	-	-	-	-
Stage 2	1020	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	997	1069	-	-	1608
Mov Cap-2 Maneuver	997	-	-	-	-
Stage 1	1012	-	-	-	-
Stage 2	1020	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	997	1608
HCM Lane V/C Ratio	-	-	0.021	-
HCM Control Delay (s)	-	-	8.7	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	42	48	3	0	40	19	29	1	25	0
Future Vol, veh/h	0	0	42	48	3	0	40	19	29	1	25	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	47	53	3	0	44	21	32	1	28	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	158	173	29	180	157	38	29	0	0	54	0	0
Stage 1	31	31	-	126	126	-	-	-	-	-	-	-
Stage 2	127	142	-	54	31	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	813	724	1052	786	739	1040	1597	-	-	1564	-	-
Stage 1	991	873	-	883	796	-	-	-	-	-	-	-
Stage 2	882	783	-	963	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	791	701	1051	733	715	1039	1595	-	-	1563	-	-
Mov Cap-2 Maneuver	791	701	-	733	715	-	-	-	-	-	-	-
Stage 1	961	871	-	857	772	-	-	-	-	-	-	-
Stage 2	853	760	-	919	871	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.6		10.3		3.3		0.3					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1595	-	-	1051	732	1563	-	-				
HCM Lane V/C Ratio	0.028	-	-	0.044	0.077	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	8.6	10.3	7.3	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0	-	-				

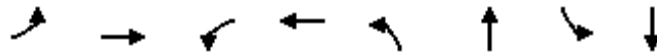
Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	0	86	11	0	116
Future Vol, veh/h	24	0	86	11	0	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	26	0	93	12	0	126
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	225	99	0	0	105	0
Stage 1	99	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	768	962	-	-	1499	-
Stage 1	930	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	768	962	-	-	1499	-
Mov Cap-2 Maneuver	768	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.9	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 768		1499	-	
HCM Lane V/C Ratio	-	- 0.034		-	-	
HCM Control Delay (s)	-	- 9.9		0	-	
HCM Lane LOS	-	- A		A	-	
HCM 95th %tile Q(veh)	-	- 0.1		0	-	

Timings

Slover Av. & Cypress Av. Warehouse (JN 13921)

7: Oleander Av. & Slover Av.

12/20/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	59	1336	55	645	53	5	61	7
Future Volume (vph)	59	1336	55	645	53	5	61	7
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.0	28.3	10.0	29.3	37.9	37.9	43.9	43.9
Total Split (s)	11.0	40.8	10.0	39.8	44.2	44.2	44.2	44.2
Total Split (%)	11.6%	42.9%	10.5%	41.9%	46.5%	46.5%	46.5%	46.5%
Yellow Time (s)	3.0	4.3	3.0	4.3	3.9	3.9	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	5.9	5.9	5.9	5.9
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 95

Actuated Cycle Length: 65.8

Natural Cycle: 105

Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Oleander Av. & Slover Av.

Ø2	Ø3	Ø4	
44.2 s	10 s	40.8 s	
Ø6	Ø7	Ø8	
44.2 s	11 s	39.8 s	

HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 7: Oleander Av. & Slover Av. 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1336	111	55	645	33	53	5	78	61	7	70
Future Volume (veh/h)	59	1336	111	55	645	33	53	5	78	61	7	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	64	1452	99	60	701	35	58	5	62	66	8	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	1760	120	98	1786	89	240	15	188	247	22	183
Arrive On Green	0.06	0.51	0.51	0.05	0.51	0.51	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1810	3430	233	1810	3495	174	1346	122	1507	1355	175	1462
Grp Volume(v), veh/h	64	761	790	60	362	374	58	0	67	66	0	75
Grp Sat Flow(s),veh/h/ln	1810	1805	1858	1810	1805	1864	1346	0	1629	1355	0	1637
Q Serve(g_s), s	1.9	19.9	20.1	1.8	6.9	6.9	2.3	0.0	2.1	2.6	0.0	2.3
Cycle Q Clear(g_c), s	1.9	19.9	20.1	1.8	6.9	6.9	4.7	0.0	2.1	4.7	0.0	2.3
Prop In Lane	1.00		0.13	1.00		0.09	1.00		0.93	1.00		0.89
Lane Grp Cap(c), veh/h	102	926	953	98	922	953	240	0	204	247	0	205
V/C Ratio(X)	0.63	0.82	0.83	0.61	0.39	0.39	0.24	0.00	0.33	0.27	0.00	0.37
Avail Cap(c_a), veh/h	194	1114	1146	162	1081	1117	994	0	1116	1006	0	1121
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.8	11.5	11.5	25.9	8.4	8.4	24.6	0.0	22.3	24.5	0.0	22.4
Incr Delay (d2), s/veh	2.4	4.0	4.1	2.3	0.2	0.2	0.2	0.0	0.3	0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.3	6.6	0.8	1.9	1.9	0.7	0.0	0.7	0.8	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	15.5	15.7	28.1	8.6	8.6	24.8	0.0	22.7	24.7	0.0	22.8
LnGrp LOS	C	B	B	C	A	A	C	A	C	C	A	C
Approach Vol, veh/h		1615			796			125			141	
Approach Delay, s/veh		16.1			10.0			23.6			23.7	
Approach LOS		B			B			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.9	8.0	35.0		12.9	8.1	34.9				
Change Period (Y+Rc), s		5.9	5.0	6.3		5.9	5.0	6.3				
Max Green Setting (Gmax), s		38.3	5.0	34.5		38.3	6.0	33.5				
Max Q Clear Time (g_c+I1), s		6.7	3.8	22.1		6.7	3.9	8.9				
Green Ext Time (p_c), s		0.3	0.0	6.6		0.4	0.0	3.3				
Intersection Summary												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Vol, veh/h	0	1476	723	2	0	9
Future Vol, veh/h	0	1476	723	2	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1604	786	2	0	10
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	-	394
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	611
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	611
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		11		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	611		
HCM Lane V/C Ratio	-	-	-	0.016		
HCM Control Delay (s)	-	-	-	11		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0		

Timings

Slover Av. & Cypress Av. Warehouse (JN 13921)

9: Cypress Av. & Slover Av.

12/20/2021



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	305	1048	26	580	287	31	505	265	265	121
Future Volume (vph)	305	1048	26	580	287	31	505	265	265	121
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	5.0	7.0	5.0	7.0	5.0
Minimum Split (s)	10.0	35.3	10.0	38.3	10.0	10.0	38.5	10.0	38.5	10.0
Total Split (s)	20.0	38.3	20.0	38.3	20.0	20.0	38.7	20.0	38.7	20.0
Total Split (%)	17.1%	32.7%	17.1%	32.7%	17.1%	17.1%	33.1%	17.1%	33.1%	17.1%
Yellow Time (s)	3.0	4.3	3.0	4.3	3.0	3.0	4.3	3.0	4.3	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	5.0	5.0	6.3	5.0	6.3	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 117

Actuated Cycle Length: 92.2

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Splits and Phases: 9: Cypress Av. & Slover Av.

Ø1	Ø2	Ø3	Ø4
20 s	38.7 s	20 s	38.3 s
Ø5	Ø6	Ø7	Ø8
20 s	38.7 s	20 s	38.3 s

HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 9: Cypress Av. & Slover Av. 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	1048	61	26	580	287	31	505	31	265	265	121
Future Volume (veh/h)	305	1048	61	26	580	287	31	505	31	265	265	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	318	1092	54	27	604	233	32	526	29	276	276	87
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	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	423	1277	63	51	984	613	58	724	40	380	540	651
Arrive On Green	0.12	0.36	0.36	0.03	0.27	0.27	0.03	0.21	0.21	0.11	0.28	0.28
Sat Flow, veh/h	3510	3501	173	1810	3610	1608	1810	3479	191	3510	1900	1607
Grp Volume(v), veh/h	318	563	583	27	604	233	32	272	283	276	276	87
Grp Sat Flow(s),veh/h/ln	1755	1805	1869	1810	1805	1608	1810	1805	1866	1755	1900	1607
Q Serve(g_s), s	6.8	22.4	22.4	1.1	11.4	8.2	1.4	10.9	11.0	5.9	9.5	2.7
Cycle Q Clear(g_c), s	6.8	22.4	22.4	1.1	11.4	8.2	1.4	10.9	11.0	5.9	9.5	2.7
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	423	658	682	51	984	613	58	376	388	380	540	651
V/C Ratio(X)	0.75	0.86	0.86	0.53	0.61	0.38	0.55	0.73	0.73	0.73	0.51	0.13
Avail Cap(c_a), veh/h	677	743	769	349	1485	836	349	752	777	677	792	863
HCM Platoon Ratio	1.00	1.00	1.00	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	33.1	22.8	22.8	37.3	24.7	17.4	37.1	28.7	28.7	33.6	23.3	14.6
Incr Delay (d2), s/veh	2.7	8.8	8.6	8.1	0.6	0.4	7.9	2.7	2.6	2.7	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	2.9	9.9	10.3	0.6	4.5	2.7	0.7	4.6	4.8	2.5	4.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	31.6	31.4	45.3	25.3	17.8	45.0	31.4	31.4	36.2	24.1	14.7
LnGrp LOS	D	C	C	D	C	B	D	C	C	D	C	B
Approach Vol, veh/h		1464			864			587			639	
Approach Delay, s/veh		32.4			23.9			32.1			28.0	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	22.5	7.2	34.7	7.5	28.4	14.4	27.5				
Change Period (Y+Rc), s	5.0	6.3	5.0	6.3	5.0	6.3	5.0	6.3				
Max Green Setting (Gmax), s	15.0	32.4	15.0	32.0	15.0	32.4	15.0	32.0				
Max Q Clear Time (g_c+I1), s	7.9	13.0	3.1	24.4	3.4	11.5	8.8	13.4				
Green Ext Time (p_c), s	0.5	2.8	0.0	3.9	0.0	1.6	0.6	4.3				
Intersection Summary												
HCM 6th Ctrl Delay			29.5									
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	33.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	1107	55	74	900	9	57	1	70	3	2	7
Future Vol, veh/h	29	1107	55	74	900	9	57	1	70	3	2	7
Conflicting Peds, #/hr	0	0	3	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	31	1178	59	79	957	10	61	1	74	3	2	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	969	0	0	1240	0	0	1911	2400	622	1774	2424	486
Stage 1	-	-	-	-	-	-	1273	1273	-	1122	1122	-
Stage 2	-	-	-	-	-	-	638	1127	-	652	1302	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	719	-	-	569	-	-	~ 42	34	434	54	33	533
Stage 1	-	-	-	-	-	-	180	241	-	223	284	-
Stage 2	-	-	-	-	-	-	436	282	-	428	233	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	718	-	-	567	-	-	~ 34	28	433	37	27	532
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 34	28	-	37	27	-
Stage 1	-	-	-	-	-	-	172	230	-	213	244	-
Stage 2	-	-	-	-	-	-	367	242	-	338	222	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.9	\$ 597.5	66.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	68	718	-	-	567	-	-	71
HCM Lane V/C Ratio	2.003	0.043	-	-	0.139	-	-	0.18
HCM Control Delay (s)	\$ 597.5	10.2	-	-	12.4	-	-	66.5
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	12.6	0.1	-	-	0.5	-	-	0.6

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

APPENDIX 5.3:

**OPENING YEAR CUMULATIVE (2023) WITHOUT PROJECT CONDITIONS TRAFFIC
SIGNAL WARRANT ANALYSIS WORKSHEETS**

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2023 Cumulative Without Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Oleander Avenue**

Total of Both Approaches (VPH) = **149**

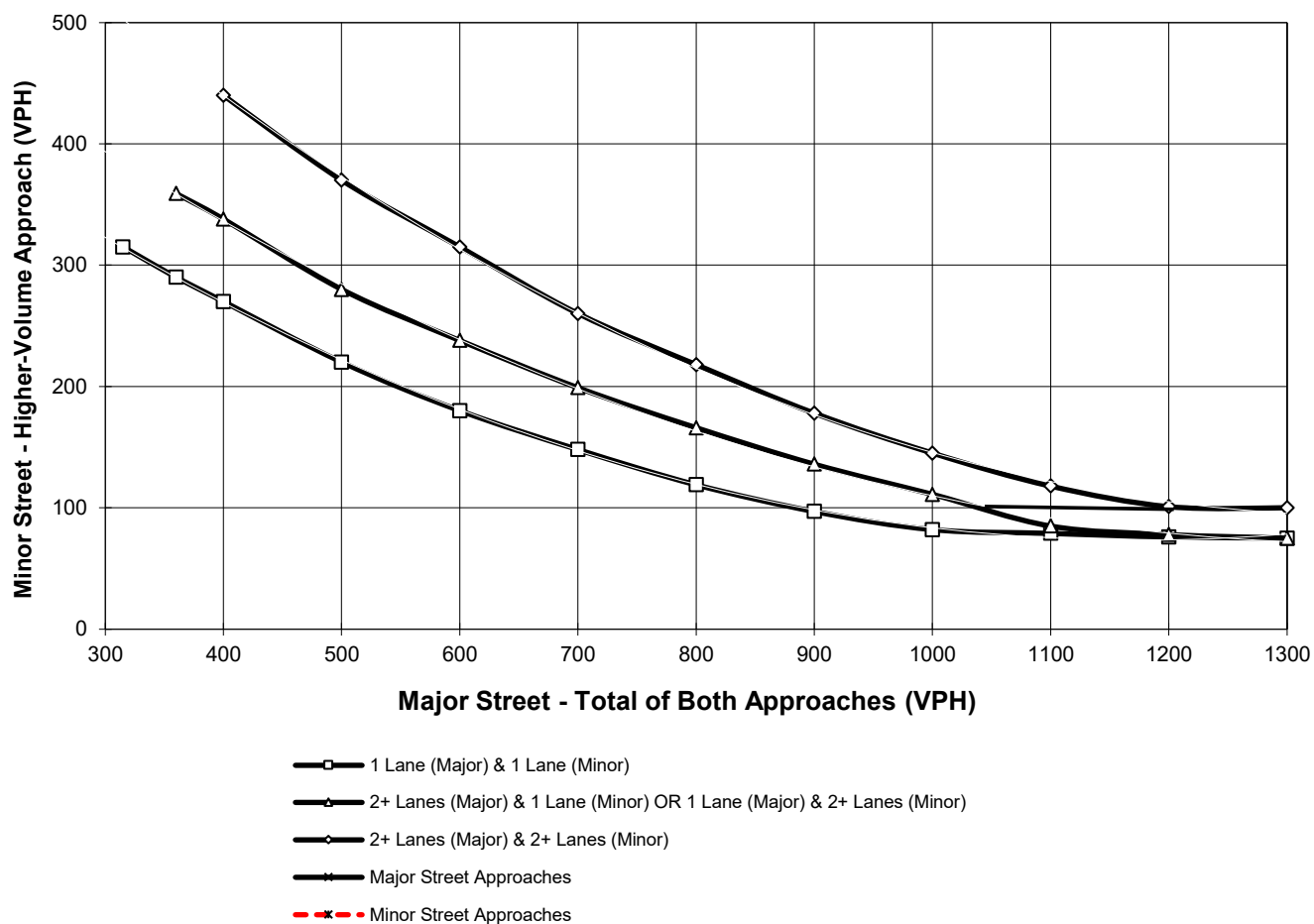
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Boyle Avenue/Driveway 2**

High Volume Approach (VPH) = **90**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

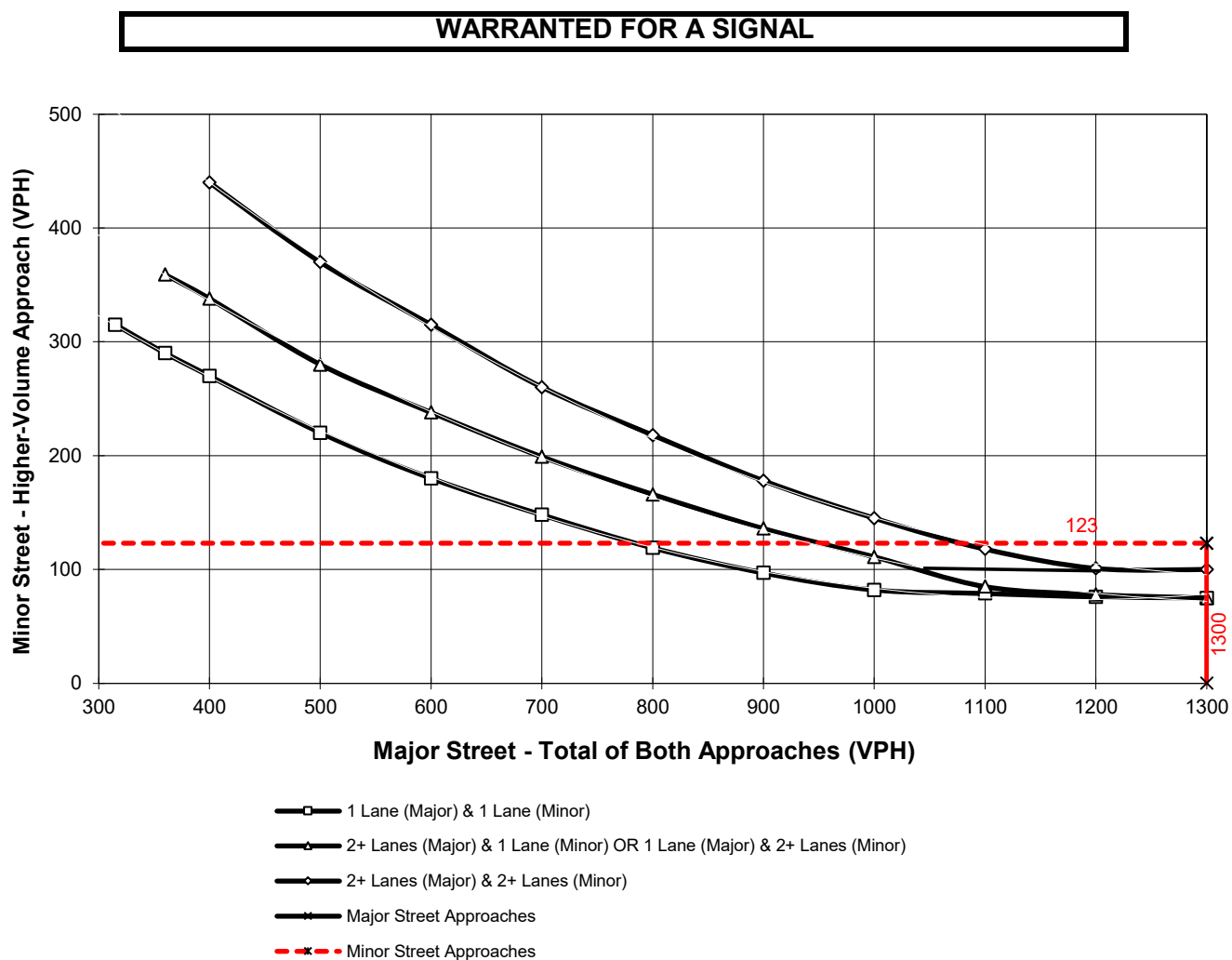
Traffic Conditions = **2023 Cumulative Without Project Conditions - Weekday PM Peak Hour**

Major Street Name = **Slover Avenue**

Total of Both Approaches (VPH) = **1481**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Juniper Avenue**

High Volume Approach (VPH) = **123**
Number of Approach Lanes Minor Street = **1**



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold for a minor-street approach with one lane

APPENDIX 5.4:

**OPENING YEAR CUMULATIVE (2023) WITH PROJECT CONDITIONS TRAFFIC SIGNAL
WARRANT ANALYSIS WORKSHEETS**

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC	TRAFFIC CONDITIONS	2023 WP
Jurisdiction: <u>City of Fontana</u>				CHK	<u>CH</u>	DATE <u>09/23/21</u>
Major Street: <u>Driveway 1</u>						DATE <u>09/23/21</u>
Minor Street: <u>Oleander Avenue</u>					Critical Approach Speed (Major)	<u>25</u> mph
					Critical Approach Speed (Minor)	<u>25</u> mph
Major Street Approach Lanes = <u>1</u> lane				Minor Street Approach Lane: <u>1</u> lane		
Major Street Future ADT = <u>548</u> vpd				Minor Street Future ADT = <u>422</u> vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						
						or
In built up area of isolated community of < 10,000 population						
URBAN (U)						

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u> XX CONDITION A - Minimum Vehicular Volume		<u>RURAL</u> XX		Minimum Requirements	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Satisfied</u>	<u>Not Satisfied</u>	EADT	
				Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
<u>Major Street</u>	<u>Minor Street</u>	<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>
<u>1 548</u>	<u>1 422</u>	<u>1 548</u>	<u>1 422</u>	8,000	5,600
<u>2 +</u>	<u>1</u>	<u>2 +</u>	<u>1</u>	9,600	6,720
<u>2 +</u>	<u>2 +</u>	<u>2 +</u>	<u>2 +</u>	9,600	6,720
<u>1</u>	<u>2 +</u>	<u>1</u>	<u>2 +</u>	8,000	5,600
				2,400	1,680
				2,400	1,680
				3,200	2,240
				3,200	2,240

CONDITION B - Interruption of Continuous Traffic				Vehicles Per Day	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Satisfied</u>	<u>Not Satisfied</u>	on Higher-Volume Minor Street Approach (One Direction Only)	
				Vehicles Per Day on Major Street (Total of Both Approaches)	
<u>Major Street</u>	<u>Minor Street</u>	<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>
<u>1 548</u>	<u>1 422</u>	<u>1 548</u>	<u>1 422</u>	12,000	8,400
<u>2 +</u>	<u>1</u>	<u>2 +</u>	<u>1</u>	14,400	10,080
<u>2 +</u>	<u>2 +</u>	<u>2 +</u>	<u>2 +</u>	14,400	10,080
<u>1</u>	<u>2 +</u>	<u>1</u>	<u>2 +</u>	12,000	8,400
				1,200	850
				1,200	850
				1,600	1,120
				1,600	1,120

Combination of CONDITIONS A + B				2 CONDITIONS	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Satisfied</u>	<u>Not Satisfied</u>	80%	
				80%	
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>	<u>B</u>			
	<u>7%</u>	<u>5%</u>			

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2023 With Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Oleander Avenue**

Total of Both Approaches (VPH) = **200**

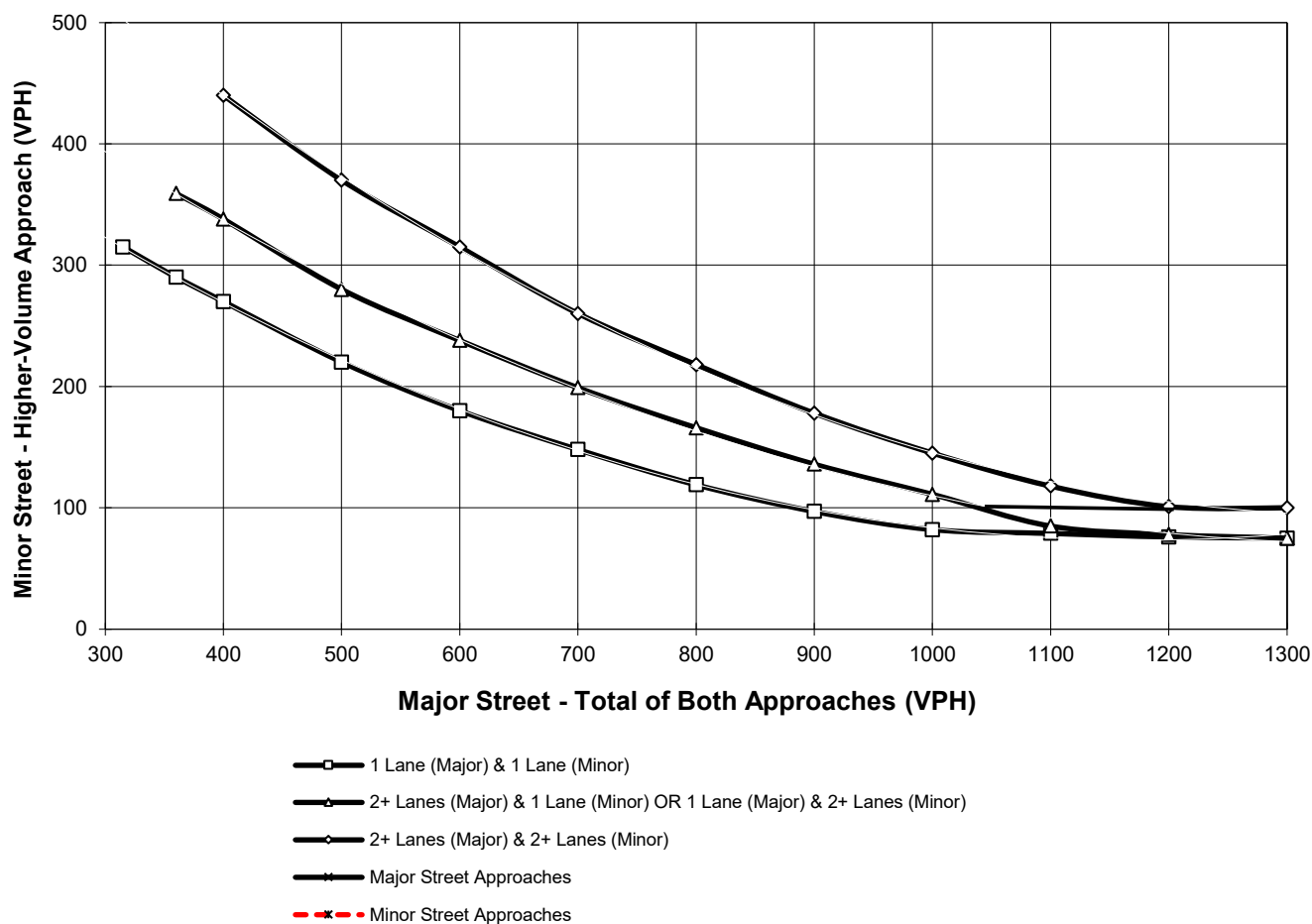
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Boyle Avenue/Driveway 2**

High Volume Approach (VPH) = **90**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC	TRAFFIC CONDITIONS	2023 WP
Jurisdiction: <u>City of Fontana</u>				CHK	<u>CH</u>	DATE <u>09/23/21</u>
Major Street: <u>Oleander Avenue</u>						DATE <u>09/23/21</u>
Minor Street: <u>Driveway 3</u>					Critical Approach Speed (Major) <u>25</u> mph	
					Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes = <u>1</u> lane				Minor Street Approach Lane: <u>1</u> lane		
Major Street Future ADT = <u>2,365</u> vpd				Minor Street Future ADT = <u>568</u> vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						
						or
In built up area of isolated community of < 10,000 population						
URBAN (U)						

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u> XX		<u>RURAL</u>		Minimum Requirements	
CONDITION A - Minimum Vehicular Volume				EADT	
<u>Satisfied</u>	<u>Not Satisfied</u>			Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
	XX	<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>
1	2,365	1	568	8,000	5,600
2 +	1			9,600	6,720
2 +	2 +			9,600	6,720
1	2 +			8,000	5,600
				2,400	1,680
				2,400	1,680
				3,200	2,240
				3,200	2,240
CONDITION B - Interruption of Continuous Traffic				Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
<u>Satisfied</u>	<u>Not Satisfied</u>			<u>Urban</u>	<u>Rural</u>
	XX	<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>
1	2,365	1	568	12,000	8,400
2 +	1			14,400	10,080
2 +	2 +			14,400	10,080
1	2 +			12,000	8,400
				1,200	850
				1,200	850
				1,600	1,120
				1,600	1,120
Combination of CONDITIONS A + B					
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>	<u>B</u>			
	24%	20%			
				2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

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APPENDIX 5.5:

OPENING YEAR CUMULATIVE (2023) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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Timings

Slover Av. & Cypress Av. Warehouse (JN 13921)

2: Citrus Av. & I-10 EB Ramps

12/20/2021



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	374	4	848	995	694	1434
Future Volume (vph)	374	4	848	995	694	1434
Turn Type	Split	NA	Perm	NA	Prot	NA
Protected Phases	4	4		2	1	6
Permitted Phases			4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	25.0	9.0	10.0
Total Split (s)	32.0	32.0	32.0	39.0	29.0	68.0
Total Split (%)	32.0%	32.0%	32.0%	39.0%	29.0%	68.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.0	5.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 2: Citrus Av. & I-10 EB Ramps

Ø1	Ø2 (R)	Ø4
29 s	39 s	32 s
Ø6 (R)		
68 s		

HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 2: Citrus Av. & I-10 EB Ramps 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	374	4	848	0	0	0	0	995	433	694	1434	0
Future Volume (veh/h)	374	4	848	0	0	0	0	995	433	694	1434	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	407	0	824				0	1082	345	754	1559	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	977	0	869				0	1399	446	805	2274	0
Arrive On Green	0.27	0.00	0.27				0.00	0.36	0.36	0.46	1.00	0.00
Sat Flow, veh/h	3619	0	3220				0	4049	1236	3510	3705	0
Grp Volume(v), veh/h	407	0	824				0	965	462	754	1559	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1656	1755	1805	0
Q Serve(g_s), s	9.2	0.0	25.1				0.0	24.7	24.7	20.4	0.0	0.0
Cycle Q Clear(g_c), s	9.2	0.0	25.1				0.0	24.7	24.7	20.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.75	1.00		0.00
Lane Grp Cap(c), veh/h	977	0	869				0	1247	597	805	2274	0
V/C Ratio(X)	0.42	0.00	0.95				0.00	0.77	0.77	0.94	0.69	0.00
Avail Cap(c_a), veh/h	977	0	869				0	1247	597	878	2274	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.45	0.45	0.32	0.32	0.00
Uniform Delay (d), s/veh	30.0	0.0	35.8				0.0	28.3	28.3	26.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	18.8				0.0	2.2	4.4	6.4	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
%ile BackOfQ(50%),veh/ln	3.8	0.0	11.5				0.0	9.9	9.9	6.3	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	0.0	54.6				0.0	30.5	32.8	32.8	0.5	0.0
LnGrp LOS	C	A	D				A	C	C	C	A	A
Approach Vol, veh/h	1231						1427			2313		
Approach Delay, s/veh	46.5						31.2			11.1		
Approach LOS	D						C			B		
Timer - Assigned Phs	1	2	4		6							
Phs Duration (G+Y+Rc), s	26.9	41.1	32.0		68.0							
Change Period (Y+Rc), s	4.0	5.0	5.0		5.0							
Max Green Setting (Gmax), s	25.0	34.0	27.0		63.0							
Max Q Clear Time (g_c+I1), s	22.4	26.7	27.1		2.0							
Green Ext Time (p_c), s	0.5	3.6	0.0		9.6							
Intersection Summary												
HCM 6th Ctrl Delay	25.6											
HCM 6th LOS	C											
Notes												

Timings
3: Citrus Av. & Slover Av.

Slover Av. & Cypress Av. Warehouse (JN 13921)

12/20/2021

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	320	235	110	506	271	54	821	81	472	1095	819
Future Volume (vph)	320	235	110	506	271	54	821	81	472	1095	819
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2		1	6	7
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	2	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	10.0	38.3	10.0	41.3	12.0	10.0	41.9	41.9	12.0	36.9	10.0
Total Split (s)	15.0	39.3	17.0	41.3	20.0	10.0	43.7	43.7	20.0	53.7	15.0
Total Split (%)	12.5%	32.8%	14.2%	34.4%	16.7%	8.3%	36.4%	36.4%	16.7%	44.8%	12.5%
Yellow Time (s)	3.0	4.3	3.0	4.3	3.0	3.0	3.9	3.9	3.0	3.9	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	5.0	5.0	5.9	5.9	5.0	5.9	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 101.6

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Citrus Av. & Slover Av.

			
Ø1	Ø2	Ø3	Ø4
20 s	43.7 s	17 s	39.3 s
			
Ø5	Ø6	Ø7	Ø8
10 s	53.7 s	15 s	41.3 s

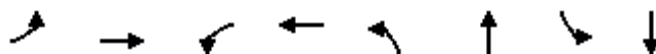
HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 3: Citrus Av. & Slover Av. 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	235	63	110	506	271	54	821	81	472	1095	819
Future Volume (veh/h)	320	235	63	110	506	271	54	821	81	472	1095	819
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	372	273	67	128	588	259	63	955	61	549	1273	814
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	328	633	153	156	768	565	139	1250	547	492	1613	861
Arrive On Green	0.09	0.22	0.22	0.09	0.21	0.21	0.04	0.35	0.35	0.14	0.45	0.45
Sat Flow, veh/h	3510	2882	695	1810	3610	1597	3510	3610	1579	3510	3610	1590
Grp Volume(v), veh/h	372	169	171	128	588	259	63	955	61	549	1273	814
Grp Sat Flow(s),veh/h/ln	1755	1805	1772	1810	1805	1597	1755	1805	1579	1755	1805	1590
Q Serve(g_s), s	10.0	8.6	8.9	7.4	16.4	13.4	1.9	25.2	2.8	15.0	32.2	47.8
Cycle Q Clear(g_c), s	10.0	8.6	8.9	7.4	16.4	13.4	1.9	25.2	2.8	15.0	32.2	47.8
Prop In Lane	1.00		0.39	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	328	396	389	156	768	565	139	1250	547	492	1613	861
V/C Ratio(X)	1.13	0.43	0.44	0.82	0.77	0.46	0.45	0.76	0.11	1.12	0.79	0.95
Avail Cap(c_a), veh/h	328	557	547	203	1181	748	164	1276	558	492	1613	861
HCM Platoon Ratio	1.00	1.00	1.00	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	48.5	35.9	36.1	48.0	39.6	26.7	50.2	31.1	23.8	46.0	25.3	23.2
Incr Delay (d2), s/veh	90.9	0.3	0.3	14.1	0.6	0.2	0.9	2.5	0.0	76.0	2.5	18.6
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	8.4	3.7	3.7	3.9	7.0	4.9	0.8	10.7	1.0	11.5	13.2	21.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	139.4	36.2	36.3	62.2	40.2	27.0	51.1	33.5	23.8	122.0	27.8	41.7
LnGrp LOS	F	D	D	E	D	C	D	C	C	F	C	D
Approach Vol, veh/h		712			975			1079			2636	
Approach Delay, s/veh		90.2			39.6			34.0			51.7	
Approach LOS		F			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	42.9	14.2	29.8	9.2	53.7	15.0	29.0				
Change Period (Y+Rc), s	5.0	5.9	5.0	6.3	5.0	5.9	5.0	6.3				
Max Green Setting (Gmax), s	15.0	37.8	12.0	33.0	5.0	47.8	10.0	35.0				
Max Q Clear Time (g_c+I1), s	17.0	27.2	9.4	10.9	3.9	49.8	12.0	18.4				
Green Ext Time (p_c), s	0.0	3.2	0.0	1.1	0.0	0.0	0.0	2.6				
Intersection Summary												
HCM 6th Ctrl Delay			51.1									
HCM 6th LOS			D									

Timings
10: Juniper & Slover Av.

Slover Av. & Cypress Av. Warehouse (JN 13921)

12/20/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	31	706	72	675	36	0	12	1
Future Volume (vph)	31	706	72	675	36	0	12	1
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	21.5	21.5	21.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	33.0	33.0	33.0	33.0	27.0	27.0	27.0	27.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3		6.3		6.3
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 28.6

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Juniper & Slover Av.

27 s		33 s	
27 s		33 s	

HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 10: Juniper & Slover Av. 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	706	41	72	675	18	36	0	55	12	1	11
Future Volume (veh/h)	31	706	41	72	675	18	36	0	55	12	1	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	784	46	80	750	20	40	0	61	13	1	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	449	1588	93	426	1648	44	227	22	140	242	53	109
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.15	0.00	0.15	0.15	0.15	0.15
Sat Flow, veh/h	710	3460	203	671	3592	96	475	147	948	497	360	734
Grp Volume(v), veh/h	34	409	421	80	377	393	101	0	0	26	0	0
Grp Sat Flow(s),veh/h/ln	710	1805	1858	671	1805	1883	1570	0	0	1590	0	0
Q Serve(g_s), s	1.1	5.1	5.1	3.0	4.6	4.6	0.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.7	5.1	5.1	8.1	4.6	4.6	1.8	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.05	0.40		0.60	0.50		0.46
Lane Grp Cap(c), veh/h	449	828	853	426	828	864	389	0	0	404	0	0
V/C Ratio(X)	0.08	0.49	0.49	0.19	0.45	0.46	0.26	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	715	1504	1548	678	1504	1569	1152	0	0	1143	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.9	6.1	6.1	8.9	5.9	5.9	12.4	0.0	0.0	11.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.4	0.2	0.4	0.4	0.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.8	0.8	0.3	0.7	0.7	0.5	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.9	6.5	6.5	9.1	6.3	6.3	12.7	0.0	0.0	11.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		864			850			101			26	
Approach Delay, s/veh		6.6			6.6			12.7			11.9	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		11.0		21.0		11.0		21.0				
Change Period (Y+Rc), s		6.3		6.3		6.3		6.3				
Max Green Setting (Gmax), s		20.7		26.7		20.7		26.7				
Max Q Clear Time (g_c+I1), s		3.8		7.7		2.4		10.1				
Green Ext Time (p_c), s		0.4		4.8		0.1		4.6				
Intersection Summary												
HCM 6th Ctrl Delay				7.0								
HCM 6th LOS				A								

Timings
2: Citrus Av. & I-10 EB Ramps

Slover Av. & Cypress Av. Warehouse (JN 13921)

12/20/2021



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	495	5	365	1432	591	759
Future Volume (vph)	495	5	365	1432	591	759
Turn Type	Split	NA	Perm	NA	Prot	NA
Protected Phases	4	4		2	1	6
Permitted Phases			4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	25.0	9.0	10.0
Total Split (s)	40.0	40.0	40.0	27.0	23.0	50.0
Total Split (%)	44.4%	44.4%	44.4%	30.0%	25.6%	55.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.0	5.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 90

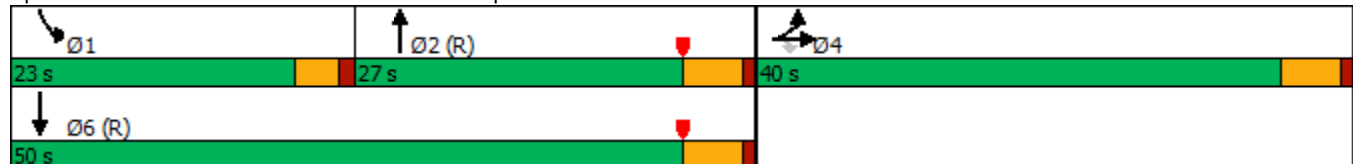
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 2: Citrus Av. & I-10 EB Ramps



HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)

2: Citrus Av. & I-10 EB Ramps

12/20/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↱	↰					↰↱↲		↰↱	↰↱	
Traffic Volume (veh/h)	495	5	365	0	0	0	0	1432	667	591	759	0
Future Volume (veh/h)	495	5	365	0	0	0	0	1432	667	591	759	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	527	0	308				0	1523	526	629	807	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	650	0	579				0	1789	606	687	2560	0
Arrive On Green	0.18	0.00	0.18				0.00	0.47	0.47	0.39	1.00	0.00
Sat Flow, veh/h	3619	0	3220				0	3985	1291	3510	3705	0
Grp Volume(v), veh/h	527	0	308				0	1378	671	629	807	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1648	1755	1805	0
Q Serve(g_s), s	12.6	0.0	7.8				0.0	31.7	32.8	15.3	0.0	0.0
Cycle Q Clear(g_c), s	12.6	0.0	7.8				0.0	31.7	32.8	15.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.78	1.00		0.00
Lane Grp Cap(c), veh/h	650	0	579				0	1622	773	687	2560	0
V/C Ratio(X)	0.81	0.00	0.53				0.00	0.85	0.87	0.92	0.32	0.00
Avail Cap(c_a), veh/h	1407	0	1252				0	1622	773	741	2560	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.09	0.09	0.88	0.88	0.00
Uniform Delay (d), s/veh	35.4	0.0	33.5				0.0	21.1	21.4	26.7	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.3				0.0	0.6	1.4	13.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	2.9				0.0	11.2	11.3	5.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	0.0	33.8				0.0	21.6	22.7	40.1	0.3	0.0
LnGrp LOS	D	A	C				A	C	C	D	A	A
Approach Vol, veh/h	835						2049			1436		
Approach Delay, s/veh	35.4						22.0			17.7		
Approach LOS	D						C			B		
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	21.6	47.2		21.2			68.8					
Change Period (Y+Rc), s	4.0	5.0		5.0			5.0					
Max Green Setting (Gmax), s	19.0	22.0		35.0			45.0					
Max Q Clear Time (g_c+I1), s	17.3	34.8		14.6			2.0					
Green Ext Time (p_c), s	0.3	0.0		1.6			3.5					

Intersection Summary

HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
3: Citrus Av. & Slover Av.

Slover Av. & Cypress Av. Warehouse (JN 13921)

12/20/2021

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	693	920	99	324	462	71	1031	126	390	554	319
Future Volume (vph)	693	920	99	324	462	71	1031	126	390	554	319
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8	1	5	2		1	6	7
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	1	5	2	2	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	5.0	7.0	7.0	5.0	7.0	5.0
Minimum Split (s)	10.0	39.3	10.0	38.3	12.0	10.0	41.9	41.9	12.0	36.9	10.0
Total Split (s)	23.7	45.3	16.7	38.3	16.0	10.0	42.0	42.0	16.0	48.0	23.7
Total Split (%)	19.8%	37.8%	13.9%	31.9%	13.3%	8.3%	35.0%	35.0%	13.3%	40.0%	19.8%
Yellow Time (s)	3.0	4.3	3.0	4.3	3.0	3.0	3.9	3.9	3.0	3.9	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	5.0	6.3	5.0	5.0	5.9	5.9	5.0	5.9	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 114.3

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Citrus Av. & Slover Av.

			
Ø1	Ø2	Ø3	Ø4
16 s	42 s	16.7 s	45.3 s
			
Ø5	Ø6	Ø7	Ø8
10 s	48 s	23.7 s	38.3 s

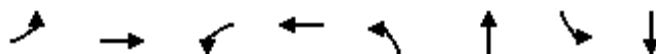
HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 3: Citrus Av. & Slover Av. 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	693	920	42	99	324	462	71	1031	126	390	554	319
Future Volume (veh/h)	693	920	42	99	324	462	71	1031	126	390	554	319
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		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	722	958	17	103	338	436	74	1074	66	406	577	239
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	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	551	1260	22	128	942	569	135	1094	480	324	1289	828
Arrive On Green	0.16	0.35	0.35	0.07	0.26	0.26	0.04	0.30	0.30	0.09	0.36	0.36
Sat Flow, veh/h	3510	3628	64	1810	3610	1608	3510	3610	1582	3510	3610	1610
Grp Volume(v), veh/h	722	477	498	103	338	436	74	1074	66	406	577	239
Grp Sat Flow(s),veh/h/ln	1755	1805	1887	1810	1805	1608	1755	1805	1582	1755	1805	1610
Q Serve(g_s), s	18.7	27.9	27.9	6.7	9.1	28.6	2.5	35.1	3.6	11.0	14.6	10.1
Cycle Q Clear(g_c), s	18.7	27.9	27.9	6.7	9.1	28.6	2.5	35.1	3.6	11.0	14.6	10.1
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	551	627	656	128	942	569	135	1094	480	324	1289	828
V/C Ratio(X)	1.31	0.76	0.76	0.81	0.36	0.77	0.55	0.98	0.14	1.25	0.45	0.29
Avail Cap(c_a), veh/h	551	627	656	178	970	581	147	1094	480	324	1289	828
HCM Platoon Ratio	1.00	1.00	1.00	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	50.2	34.5	34.5	54.5	35.9	34.2	56.2	41.2	30.2	54.0	29.3	16.5
Incr Delay (d2), s/veh	152.0	4.9	4.7	11.7	0.1	5.4	1.4	22.6	0.0	136.3	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	19.6	12.5	13.1	3.4	3.9	11.5	1.1	18.3	1.3	10.9	6.1	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	202.2	39.3	39.1	66.2	36.0	39.5	57.6	63.8	30.2	190.4	29.4	16.6
LnGrp LOS	F	D	D	E	D	D	E	E	C	F	C	B
Approach Vol, veh/h		1697			877			1214			1222	
Approach Delay, s/veh		108.6			41.3			61.6			80.4	
Approach LOS		F			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	42.0	13.4	47.7	9.6	48.4	23.7	37.4				
Change Period (Y+Rc), s	5.0	5.9	5.0	6.3	5.0	5.9	5.0	6.3				
Max Green Setting (Gmax), s	11.0	36.1	11.7	39.0	5.0	42.1	18.7	32.0				
Max Q Clear Time (g_c+I1), s	13.0	37.1	8.7	29.9	4.5	16.6	20.7	30.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.6	0.0	2.7	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			78.5									
HCM 6th LOS			E									

Timings
10: Juniper & Slover Av.

Slover Av. & Cypress Av. Warehouse (JN 13921)

12/20/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	1107	74	900	57	1	3	2
Future Volume (vph)	29	1107	74	900	57	1	3	2
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.3	23.3	23.3	23.3	23.3	23.3	23.3	23.3
Total Split (s)	36.0	36.0	36.0	36.0	24.0	24.0	24.0	24.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3		6.3		6.3
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary

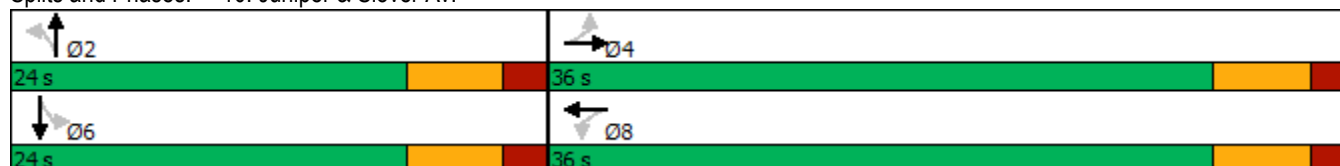
Cycle Length: 60

Actuated Cycle Length: 41.3

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Juniper & Slover Av.



HCM 6th Signalized Intersection Summary Slover Av. & Cypress Av. Warehouse (JN 13921)
 10: Juniper & Slover Av. 12/20/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	1107	55	74	900	9	57	1	70	3	2	7
Future Volume (veh/h)	29	1107	55	74	900	9	57	1	70	3	2	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	1178	59	79	957	10	61	1	74	3	2	7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	408	1925	96	324	2015	21	209	18	118	136	72	136
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	590	3498	175	457	3660	38	578	131	847	179	514	970
Grp Volume(v), veh/h	31	608	629	79	472	495	136	0	0	12	0	0
Grp Sat Flow(s),veh/h/ln	590	1805	1868	457	1805	1893	1557	0	0	1662	0	0
Q Serve(g_s), s	1.4	9.3	9.3	5.8	6.5	6.5	2.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.8	9.3	9.3	15.1	6.5	6.5	3.3	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.02	0.45		0.54	0.25		0.58
Lane Grp Cap(c), veh/h	408	994	1028	324	994	1042	346	0	0	343	0	0
V/C Ratio(X)	0.08	0.61	0.61	0.24	0.48	0.48	0.39	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	514	1318	1364	406	1318	1382	796	0	0	808	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.0	6.2	6.2	11.3	5.6	5.6	16.4	0.0	0.0	15.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.6	0.6	0.4	0.4	0.3	0.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.5	1.6	0.4	1.1	1.1	1.0	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	6.8	6.8	11.7	5.9	5.9	17.2	0.0	0.0	15.2	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h	1268			1046			136			12		
Approach Delay, s/veh	6.8			6.3			17.2			15.2		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	12.0			28.7			12.0			28.7		
Change Period (Y+Rc), s	6.3			6.3			6.3			6.3		
Max Green Setting (Gmax), s	17.7			29.7			17.7			29.7		
Max Q Clear Time (g_c+I1), s	5.3			11.3			2.2			17.1		
Green Ext Time (p_c), s	0.5			7.7			0.0			5.3		
Intersection Summary												
HCM 6th Ctrl Delay				7.2								
HCM 6th LOS				A								

APPENDIX 5.6:

**OPENING YEAR CUMULATIVE (2023) WITH PROJECT CONDITIONS QUEUING
ANALYSIS**

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Queuing and Blocking Report
Opening Year Cumulative (2023) With Project - AM Peak Hour

11/30/2021

Intersection: 4: Oleander Av. & Driveway 1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	3
95th Queue (ft)	18
Link Distance (ft)	141
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Oleander Av. & Boyle Av/Driveway 2

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	55	62	23
Average Queue (ft)	36	32	1
95th Queue (ft)	53	51	9
Link Distance (ft)	928	238	301
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Oleander Av. & Driveway 3

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	5
95th Queue (ft)	23
Link Distance (ft)	210
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Opening Year Cumulative (2023) With Project - AM Peak Hour

11/30/2021

Intersection: 7: Oleander Av. & Slover Av.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	111	209	226	200	307	298	135	134	90	161
Average Queue (ft)	43	97	121	148	153	179	58	63	27	76
95th Queue (ft)	95	176	207	223	272	271	108	108	65	132
Link Distance (ft)		1438	1438		325	325		660		278
Upstream Blk Time (%)					0	0				
Queuing Penalty (veh)					1	1				
Storage Bay Dist (ft)	150			150			150		100	
Storage Blk Time (%)	0	3		12	4		0	0	0	4
Queuing Penalty (veh)	0	2		41	12		1	0	0	2

Intersection: 8: Slover Av. & Driveway 4

Movement	WB	WB	SB
Directions Served	T	TR	R
Maximum Queue (ft)	13	15	31
Average Queue (ft)	0	1	4
95th Queue (ft)	9	7	20
Link Distance (ft)	852	852	263
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 59

Queuing and Blocking Report
Opening Year Cumulative (2023) With Project - PM Peak Hour

11/30/2021

Intersection: 4: Oleander Av. & Driveway 1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	14
95th Queue (ft)	39
Link Distance (ft)	141
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Oleander Av. & Boyle Av/Driveway 2

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	43	48	8
Average Queue (ft)	23	25	0
95th Queue (ft)	45	47	5
Link Distance (ft)	928	238	301
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Oleander Av. & Driveway 3

Movement	WB
Directions Served	LR
Maximum Queue (ft)	49
Average Queue (ft)	19
95th Queue (ft)	45
Link Distance (ft)	210
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Opening Year Cumulative (2023) With Project - PM Peak Hour

11/30/2021

Intersection: 7: Oleander Av. & Slover Av.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	94	235	263	105	114	180	83	70	62	69
Average Queue (ft)	24	90	99	39	44	75	30	29	28	31
95th Queue (ft)	72	188	209	82	92	147	63	55	57	57
Link Distance (ft)		1438	1438		325	325		660		278
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			150			150		100	
Storage Blk Time (%)		2			0					
Queuing Penalty (veh)		1			0					

Intersection: 8: Slover Av. & Driveway 4

Movement	SB
Directions Served	R
Maximum Queue (ft)	31
Average Queue (ft)	7
95th Queue (ft)	28
Link Distance (ft)	263
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 1

APPENDIX 7.1:

SBCTA VMT SCREENING TOOL RESULTS

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DATE: December 1, 2022
TO: Tracy Zinn, T&B Planning, Inc.
FROM: Alex So, Urban Crossroads
JOB NO: 13921-06 VMT

SOLVER AVENUE AND CYPRESS AVENUE WAREHOUSE VEHICLE MILES TRAVELED (VMT) ANALYSIS

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Analysis for the Solver Avenue and Cypress Avenue Warehouse (**Project**), which is located on the northwest corner of Cypress Avenue and Slover Avenue, in the City of Fontana.

PROJECT OVERVIEW

The Project consists of the development of 469,095 square feet of high-cube fulfillment center warehouse use (75% of the total square footage) and 156,365 square feet of high-cube cold storage warehouse use (25% of the total square footage) for a total of 625,460 square feet (site plan is provided in Attachment A).

BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, requiring all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020, consistent with Senate Bill 743 (SB 743). To comply with SB 743, the City of Fontana adopted their Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service (October of 2020) (**City Guidelines**) (1). The adopted City Guidelines have been utilized to prepare this VMT analysis.

VMT SCREENING

For the purposes of this analysis, the VMT screening process has been conducted with the aid of the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool (**Screening Tool**) and uses screening criteria consistent with the screening thresholds described within the City Guidelines. The City Guidelines state that a project may have a less than significant impact and screen out of requiring a project level VMT analysis if it meets at least one of the City's VMT screening steps. The City's adopted VMT screening steps are described in Table 1 along with a determination of each screening step's applicability to the Project.

TABLE 1: SCREENING STEPS FOR LAND USE PROJECTS EXEMPT FROM VMT ANALYSIS

Screening Steps	Description	Result
1. Transit Priority (TPA) Screening	Projects located within a TPA (i.e., within a half mile of an existing major transit stop or an existing stop along a high-quality transit corridor) are presumed to have less than significant impact on VMT.	Does not meet.
2. Low VMT Area Screening	Projects located within a low VMT generating zone that can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area are presumed to have a less than significant impact on VMT.	Does not meet.
3. Low Project Type Screening	Local-Serving Retail under 50,000 square feet and Local Essential Services such as K-12 schools, day care centers, and community institutions shortens non-discretionary trips by putting those goods and services closer to residents, resulting in an overall reduction in VMT.	Does not meet.
4. Project Net Daily Trips Less Than 500 ADT.	Projects that generate fewer than 500 average daily trips (ADT) would not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT.	Does not meet.

The Project was not found to meet any of the above described VMT screening steps, consistent with City Guidelines a VMT analysis was conducted.

VMT ANALYSIS

MODELING METHODOLOGY

The City Guidelines identify the San Bernardino Transportation Analysis Model (**SBTAM**) as the appropriate tool for conducting VMT analysis for land development projects in the City of Fontana. SBTAM is a useful tool to estimate VMT as it considers interaction between different land uses based on socio-economic data such as population, households, and employment. SBTAM is a travel forecasting model that represents a sub-area (San Bernardino County) of the Southern California Association of Governments (SCAG) regional traffic model. SBTAM was designed to provide a greater level of detail and sensitivity in the San Bernardino County area as compared to the regional SCAG model.

VMT METRIC AND SIGNIFICANCE THRESHOLD

Based on consultation with City Staff, single employment generating land use project in the City of Fontana shall use the VMT metric of VMT per employee as the appropriate measure in a VMT analysis. SBCTA Guidelines have identified the following recommended thresholds:

1. Baseline project generated VMT per employee exceeds 15% below the baseline County of San Bernardino VMT per employee, or
2. Cumulative project generated VMT per employee exceeds 15% below the baseline County of San Bernardino VMT per employee.

Baseline County of San Bernardino VMT estimates can be obtained from the San Bernardino County Transportation Authority (SBCTA), which previously prepared VMT estimates for the SBTAM base year and cumulative year traffic models for each of its member agencies and for the

County of San Bernardino region. The County of San Bernardino baseline (2022) VMT per employee is 16.9, while the City's adopted impact threshold of 15% below the regional baseline is calculated as **14.37 VMT per employee**.

PROJECT LAND USE CONVERSION

In order to estimate project generated VMT, standard land use information such as building square footage must first be converted into a SBTAM compatible dataset. The SBTAM model utilizes socio-economic data (SED) (e.g., population, households, employment, etc.) instead of land use information to estimate vehicle trips. The Project SED was isolated within the Project TAZ 53724302. The Project's building square footage was converted into employment for input into SBTAM using employment density factors derived by the Southern California Association of Governments (SCAG) Employment Density Study (October 2001) (2). Table 2 presents the estimated number of Project employees by land use type used to populate the SBTAM model for the proposed Project.

TABLE 2: EMPLOYMENT ESTIMATES

Land Use	Quantity	Employment Density Factor ¹	Estimated Employees
Industrial	625,460 SF	1,195 SF per employee	523

PROJECT'S HBW VMT CALCULATION AND COMPARISON TO IMPACT THRESHOLD

As stated previously, for industrial land uses the efficiency metric VMT per employee is used to evaluate Project VMT. VMT per employee is derived by dividing Project generated HBW VMT by the number of estimated Project employees. HBW VMT is obtained from the SBTAM model using the Production/Attraction (PA) method for calculating VMT, which sums all weekday VMT generated by trips with at least one trip end in the study area (i.e., Project's TAZ 53724302). Productions are land use types that generate trips (residences), and attractions are land use types that attract trips (employment). Productions and attractions are converted from person trips to vehicle trips for the purposes of calculating VMT and are then multiplied by the distance skims to calculate VMT. Table 3 presents Project generated PA HBW VMT from the SBTAM model, along with the estimated number of Project employees, and the resulting VMT per employee. As shown in Table 3, the baseline HBW VMT per employee is 0.21% above the City's VMT impact threshold and the cumulative HBW VMT per employee is 49.27 below the City's VMT impact threshold.

TABLE 3: PROJECT VMT PER EMPLOYEE

	Baseline	Cumulative
HBW VMT	7,539	3,816
Employees	523	523
Project HBW VMT per Employee	14.40	7.29
City Threshold	14.37	14.37
Percent Change	+0.21%	-49.27%
Potentially Significant?	Yes	No

¹ SCAG Employment Density Study; Table II-B.

As the Project would generate total HBW VMT per employee above the City's adopted impact threshold by 0.21% for the baseline condition. The Project would be required to reduce its VMT impact by 17.5² VMT or less than 1% to achieve a less than significant finding. However, the SBTAM model does adequately account for Project design features that would result in reductions to project generated VMT. When these design features are included in the calculation of VMT per employee, the resulting reduction in VMT falls below the City's impact threshold.

PROJECT DESIGN FEATURES

The Project as contemplated includes design features that would result in reductions to commute VMT, which could not be accurately accounted for by the calculations conducted using the SBTAM Model. The level of effectiveness of each Project design feature has therefore been calculated based on the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA, 2021) (**2021 Handbook**).

DESIGN FEATURE 1: RIDESHARING PROGRAM

The Project could provide a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips and VMT. Ridesharing must be promoted through a multifaceted approach. Examples include the following.

- Designating a certain percentage of desirable parking spaces for ridesharing vehicles.
- Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles.
- Providing an app or website for coordinating rides.

TABLE 7: VMT CALCULATION VARIABLES

ID	Variable	Value	Unit	Source
Output				
A	Percent reduction in GHG emissions from project/site employee commute VMT	0-8.0	%	calculated
User Inputs				
B	Percent of employees eligible for program	0-100	%	user input
Constants, Assumptions, and Available Defaults				
C	Percent reduction in employee commute VMT	4	%	SANDAG 2019

$$A = B \times C$$

$$4\% = 100\% \times 4\%$$

The Project as designed, will provide carpool/vanpool/EV parking designated spaces in locations of easy and convenient accessibility to the Project building. As calculated for the Project, with

² (14.4 VMT/Emp_{Project} x 523 Employees) - (14.37 VMT/Emp_{Threshold} x 523 Employees) = 17.5 VMT

proper implementation and 100% of the Project's employees eligible, the Project is expected to reduce VMT by 4%. As outlined through the VMT reduction calculations presented above, with the inclusion of the Project's design feature will further reduce VMT by 4%, which would bring the Project's VMT per employee to below the City's threshold. Additionally, the previous calculation was conducted with only 5% of the employees eligible and the net reduction would reduce the Project's VMT by 1.3%, which is also below the City's VMT impact threshold – in other words, the Project's potential impact to VMT would be less than significant.

PROJECT'S CUMULATIVE EFFECT ON VMT

The City Guidelines note that if a project is consistent with the regional transportation plan (RTP) and sustainable community strategies (SCS), then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. The project site has a General Plan land use designation of Light Industrial (I-L) and is zoned Light Industrial (M-1). As the Project is an allowed use consistent with the General Plan land use designation and zoning, the cumulative effect on VMT is considered less than significant.

SUMMARY

Based on the results of this analysis the following findings are made:

- The Project's VMT impact was evaluated against screening criteria as outlined in the City Guidelines. The Project was not found to meet any available screening criteria, and a model based VMT analysis was performed.
- The Project's VMT analysis found the Project to exceed the City's VMT per employee threshold by 0.21% in baseline conditions and be below the City's VMT threshold by 49.27% in cumulative conditions. However, with the inclusion of project design features, the Project reduces its VMT per employee to below the City's impact threshold in the baseline conditions.
- The Project was found to be consistent with the underlying land use and zoning assumptions in the City's General Plan and the cumulative effect on VMT is considered less than significant.
- The Project is found to have a less than significant impact.

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

REFERENCES

1. **City of Fontana.** *Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled and Level of Service Assessment.* City of Fontana : s.n., October 21, 2020.
2. **Southern California Association of Governments.** *Employment Density Study.* October 2001.

ATTACHMENT A
PRELIMINARY SITE PLAN

